

F1 WHAT HAPPENED AT SPA AND WHY

AUTOSPORT

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2 SEPTEMBER

BELGIAN GP FARCE

F1 MAKES THE RIGHT CALL ...AND THEN GETS IT WRONG

Verstappen wins 'race' that never was



**'The fans should get
their money back'**

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PLUS

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F1 somehow snatches defeat from the jaws of victory

Motorsport doesn't do itself any favours sometimes. In recent months we've had drivers escaping bans thanks to rules loopholes, a farcical end to a Formula E contest because common sense wasn't applied, and now we've had a grand prix result declared despite no racing.

The disappointing thing about the events of the Belgian Grand Prix weekend are that Formula 1 made the *right* decision not to run the event. Too many times in the past drivers were essentially told to get on with it, accidents have predictably occurred, and it's been left to a handful of strong characters, such as Niki Lauda and Alain Prost, to make a point and withdraw from races that shouldn't have happened. Making the call not to run shows how far safety thinking has come.

But then F1 undid a lot of its good work. The decision to award points based on the brief time the cars spent behind the safety car confused many. Lewis Hamilton was among those who thought that fans had been short-changed, and it is ridiculous that Max Verstappen did not have to complete a single *racing* lap to score his 16th world championship victory – and take five points out of Hamilton's lead.

Rerunning the race at a later date, particularly in a season when the schedule has been in doubt thanks to COVID, would have made more sense. And is what happened in 1985, when the Spa surface broke up.

Let's just hope the points handed out for the 2021 Belgian GP don't end up proving too crucial come season's end...



Kevin Turner

Kevin Turner
Chief Editor

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**NEXT WEEK
9 SEPTEMBER**

Return of the Dutch GP
Will we get a race? And will Verstappen take the points lead?



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Tee/Motorsport
Images; Dunbar

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The Mexican GP is one of the races that has been moved back by one week



F1 SETS DATES FOR LATE-SEASON RACES – FOR NOW

FORMULA 1

Formula 1 has revealed its updated calendar for the remainder of the 2021 season, which has dropped to 22 races and left a TBC slot expected to be taken by Qatar.

F1 started the year planning for a record-breaking 23-race season, only for the ongoing COVID-19 pandemic and subsequent travel restrictions to force a number of changes. Earlier this month, the Japanese Grand Prix joined Canada, Singapore and Australia in officially being cancelled, while question marks have lingered over a number of events in the second half of the season.

Following a meeting with team bosses last Saturday morning at the Belgian GP, F1 released its updated calendar of 22 races, one of which is still to be confirmed with a vacant slot on the 21 November. This is understood to be reserved for a round in the Middle East, with the Losail International Circuit in Qatar thought to be the most likely destination after talks advanced in recent weeks. Should they not

reach fruition, then a second race in Bahrain is an alternative option. Bahrain hosted the 2021 season-opener on its Grand Prix layout, but staged a second event last year on its outer-loop configuration.

The Turkish GP remains on the calendar despite still being on the British government's 'red list', which would mean that all personnel returning to the UK must serve a 10-day quarantine in a hotel, regardless of their vaccination status. Turkey's original June date was postponed because of its red-list status, but another review by the UK government is planned for 16 September. The event has moved to become a standalone round on 10 October, after previously being paired with the Russian GP.

Should the restrictions lead to Turkey being scrapped, then Autosport understands that Italian venue Mugello is an option to take its place on the schedule. The track hosted the Tuscan GP last year as part of the revised calendar to rave reviews from drivers, teams and fans.

F1 had been in talks to host

back-to-back races at the Circuit of The Americas in Austin, Texas, but the United States GP is still a standalone event. Both the Mexican GP and the Sao Paulo GP at Interlagos have been given date tweaks in the schedule, forming the first two legs of a triple-header that would be completed by the TBC round. Mexico and Brazil currently remain on the UK red list, while Austin is experiencing a surge in COVID-19 cases and hospitalisations, meaning some concerns still linger over all three events.

But the TBC event would mean that personnel going from Brazil to the Middle East would be able to avoid serving the quarantine by subsequently spending more than 10 days outside Brazil. This would mean that those who need to return to the UK would have to stay in Qatar until the Wednesday after the race, before returning to the Middle East around six days later to start the Saudi Arabia/Abu Dhabi double-header.

LUKE SMITH & ADAM COOPER



WOLFF HAS DECIDED ON 2022 DRIVER

FORMULA 1

Mercedes team boss Toto Wolff says he has made a decision on whether to replace Valtteri Bottas with George Russell for 2022, but wants to wait until both their futures are resolved before any announcement.

The team has been weighing up in recent months who will partner Lewis Hamilton next year, with Williams youngster Russell angling for the seat.

Russell and Bottas were coy at last weekend's Belgian Grand Prix, saying there was "no news to share yet", with Bottas adding: "Maybe I know something,



maybe I don't."

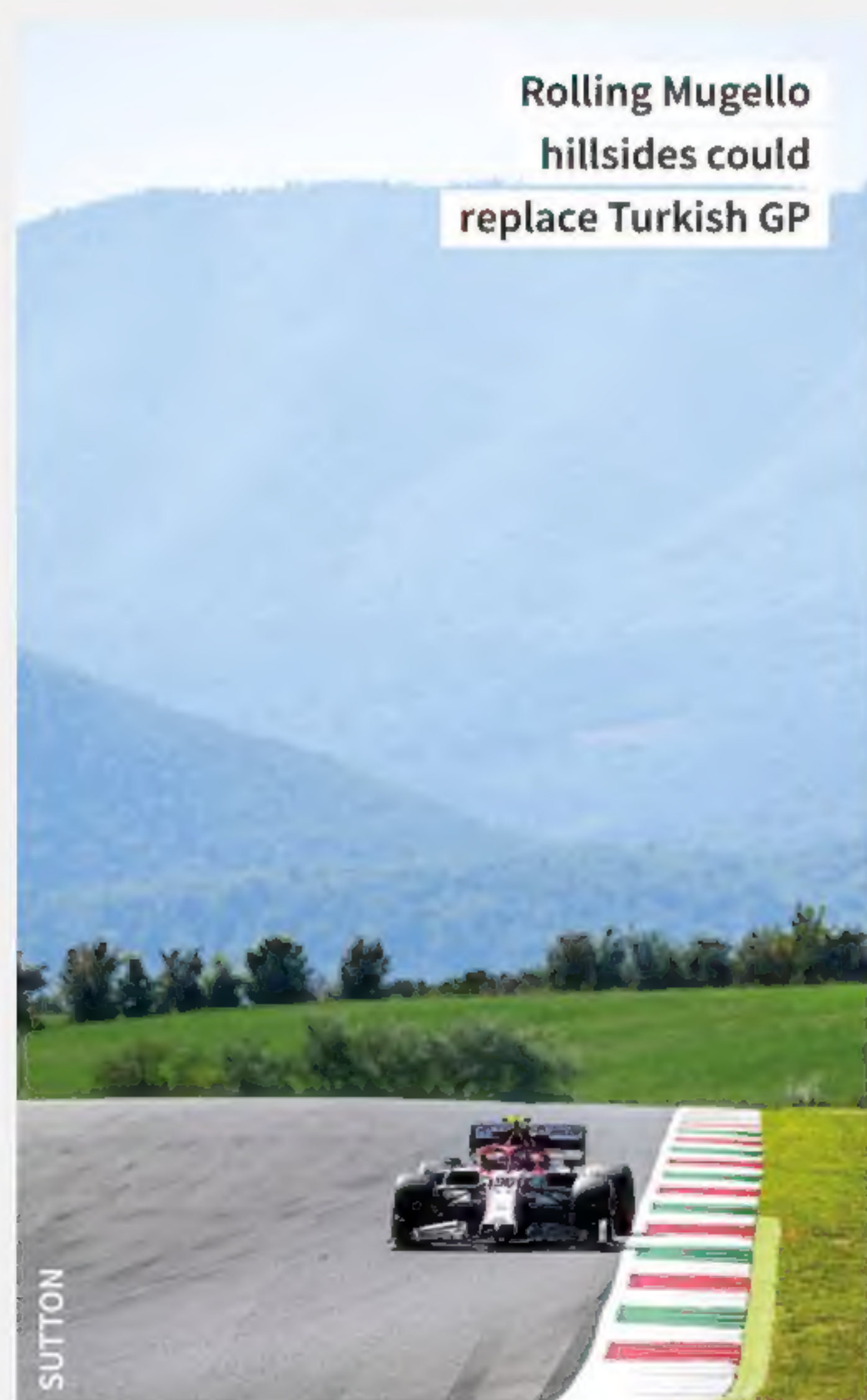
Wolff confirmed that he personally has made a decision, but added the caveat that he is "not the only one that is involved in this decision" about the seat.

"There are stakeholders that are involved that we need to respect and as long as contracts are not signed,

it makes no sense to announce it," said Wolff.

Should he lose his Mercedes drive after five years at the team, one possible landing spot for Bottas is Alfa Romeo, which is understood to have placed the Finn at the top of its shortlist for 2022.

LUKE SMITH



REVISED F1 CALENDAR

ROUND	VENUE	DATE
13	Zandvoort NLD	5 September
14	Monza ITA	12 September
15	Sochi RUS	26 September
16	Istanbul Park TUR	10 October
17	Austin USA	24 October
18	Mexico City MEX	7 November
19	Interlagos BRA	14 November
20	*Losail QAT	21 November
21	Jeddah SAU	5 December
22	Yas Marina ARE	12 December

* TBC



Perez and Alonso to stay on

FORMULA 1

The 2022 Formula 1 grid took another couple of steps towards completion last week when Sergio Perez and Fernando Alonso were confirmed by their teams.

Perez (above) will remain with Red Bull after a solid if unspectacular first half-season with the team, in which he has scored one race win and one other podium. Two-time F1 world champion Alonso agreed to the option for a second year with Alpine to cover 2022.

Perez was informed in early July not to look elsewhere for a seat, before the contract was signed last week. Red Bull team boss Christian Horner praised the Mexican for his "seamless" arrival at a

squad that has not run the same line-up for two full seasons since 2018.

Horner's next task is to find a seat for the driver Perez replaced, Alexander Albon, who has been Red Bull's F1 reserve this year alongside a race programme in the DTM.

Williams and Alfa Romeo present Albon's only realistic chances of returning to the F1 grid. Failing that, a move into IndyCar would be of interest to the Anglo-Thai if he can raise enough sponsorship.

AlphaTauri is set to continue with Pierre Gasly and Yuki Tsunoda for a second year, with an announcement expected this month.

LUKE SMITH



Cadillac set for WEC attack

WORLD ENDURANCE CHAMPIONSHIP

Cadillac will join the LMDh ranks in 2023. No surprise there, given the General Motors marque's expressions of interest to continue in the IMSA SportsCar Championship after the end of the Daytona Prototype international formula. But it also intends a full World Endurance Championship attack.

The LMDh programme was finally announced last week after at least two delays. Cadillac confirmed that from 2023 it will be racing in both IMSA and the WEC, which will take it back to the Le Mans 24 Hours for the first time since 2002. Exactly how it will be doing that has yet to be revealed.

The Chip Ganassi Racing and Action

Express Racing teams, Caddy's front-line representatives in IMSA with the DPi-V.R this year, were announced as the teams who will fly the flag with the new LMP2-based LMDh hybrid. But it hasn't been confirmed who is doing what and with how many cars.

Action Express has piped up and said that it is looking forward to competing in the IMSA series in 2023, while expressing interest in taking the new LMDh to Le Mans. Ganassi has so far stayed silent on its plans for two years hence. That may or may not suggest that it has been earmarked for the WEC programme.

Cadillac has stated that it is not ready to say how it will approach its maiden campaign in the new era of sportscar racing,

but a spokesman has confirmed an intent to compete in the WEC full time. That needed clarification, because its announcement did not specify a full programme, only that that the LMDh "will compete" in the WEC and that the marque has the "objective of participating at Le Mans".

Cadillac is maintaining its relationship with Italian constructor Dallara. Cadillac and Dallara will collaborate on the LMDh as they did with the DPi-V.R that won four consecutive Daytona 24 Hours from 2017. No other technical details have been announced, including the configuration of the engine. A timeline for the start of testing of the new challenger has also yet to be revealed.

GARY WATKINS

Suninen M-Sport split opens driver market

WRC

Teemu Suninen has parted company with the M-Sport Ford World Rally Championship squad with immediate effect.

The Finn has endured a difficult season with the British team and has run a split campaign in WRC and WRC2. Suninen released a statement on Friday night confirming his departure, stating that the decision

has been communicated to M-Sport.

Suninen, who claimed three podiums in M-Sport Ford machinery from 2018-20, was said by Toyota boss Jari-Matti Latvala earlier this season to be among the team's options for 2022, with seven-time champion and 2021 series leader Sebastien Ogier set to contest a partial campaign.

Rising star Adrien Fourmaux is expected to

retain his M-Sport seat, but team-mate Gus Greensmith's future is yet to be resolved.

Hyundai's Craig Breen has been linked to a drive with M-Sport next year, while there have been reports that nine-time WRC champion Sebastien Loeb has held preliminary talks with M-Sport boss Malcolm Wilson regarding a possible drive for 2022.

TOM HOWARD





Le Mans BoP “wasn’t right”

LE MANS 24 HOURS

Jim Glickenhaus has questioned the effectiveness of the Balance of Performance for the Hypercar class at last month’s Le Mans 24 Hours. The American team owner, whose cars finished fourth and fifth in the double-points round of the World Endurance Championship, has suggested that the size of Toyota’s winning margin in the face of fuel problems proved that the BoP was incorrect.

“The fact that the Toyotas had issues and still finished miles ahead isn’t right,” said Glickenhaus. “The balance between us and the Alpine was incredibly good, but Toyota was on a different planet. We were told we would be racing in a BoP category, that everyone was meant to have a fair chance, but what I saw in the race didn’t look like a BoP class.”

The winning Toyota GR010 HYBRID finished four laps ahead of the third-placed Alpine-Gibson A480 and the first of the Glickenhaus-Pipo 007 LMHs, while the second Toyota Le Mans Hypercar ended up two laps clear of the chasing cars. That was despite the Toyotas making more pitstops courtesy of their fuel-system issues.

The issue resulted in the #8 Toyota that

finished second in the hands of Sebastien Buemi, Kazuki Nakajima and Brendon Hartley making nine more pitstops than the fourth-placed Glickenhaus. That car, driven by Olivier Pla, Pipo Derani and Franck Mailleux, made 28 stops to the 37 of the #8 Toyota and 33 for the winning #7 car shared by Kamui Kobayashi, Mike Conway and Jose Maria Lopez.

The BoP also needs to reflect the advantage of a front-axle hybrid system in adverse track conditions, according to Glickenhaus. The LMH rules preclude a four-wheel-drive car such as the Toyota deploying hybrid power through the front wheels at speeds of less than 120km/h (75mph) when dry and 150km/h when not on slicks. “A four-wheel-drive car may not have an advantage in the wet, but the track was disastrous in terms of grip for a long time after it stopped raining and everyone was on slicks,” he explained. “That has to be factored into the BoP: this race showed that there is a huge difference between all-wheel drive and two-wheel drive. Period.”

Glickenhaus said he is “optimistic we will find a workable solution for next season” when the team returns to the WEC after missing the final two races of 2021.

GARY WATKINS

IN THE HEADLINES

ALBORETO HONOURED

Monza’s famed Parabolica is to be renamed to honour the late Michele Alboreto for this month’s Italian Grand Prix. The final corner of the circuit will now be known as Curva Alboreto to commemorate 20 years since the ex-Ferrari F1 star’s death in a sportscar testing accident.

UNITED DOUBLES ATTACK

United Autosports will expand its LMP2 programme in the World Endurance Championship to two cars for next season. The British team announced that it will make a full campaign with a pair of ORECA-Gibson 07s at the same time as revealing that Filipe Albuquerque will remain on its books for a sixth year.

DOVIZIOSO BACK IN MOTOGP

Fifteen-time MotoGP race winner Andrea Dovizioso is expected to return to the grid at this month’s San Marino GP at Misano. Yamaha chief Lin Jarvis confirmed that Dovizioso is the choice to replace Franco Morbidelli for the rest of the season from the 19 September race at the satellite SRT squad, with Morbidelli stepping up to replace Maverick Vinales in the factory team. Dovizioso will then likely lead the team that will be formed out of the ashes of SRT, which is folding after losing its Petronas backing, in 2022.

NEW RECRUITS IN FIA F3

Reigning US Formula 4 champion Hunter Yeany and Euroformula Open regular Zdenek Chovanec made their FIA F3 debuts at Spa last weekend with Charouz Racing System after the team split with Enzo Fittipaldi and Reshad de Gerus. Yeany scored the best result of the pair with an 18th.

MERC PROTEGE, 15, IN F4

Mercedes F1 protege Andrea Kimi Antonelli will make his car-racing debut in the next round of the Italian F4 series at the Red Bull Ring with Prema Powerteam. The Italian has just celebrated his 15th birthday.

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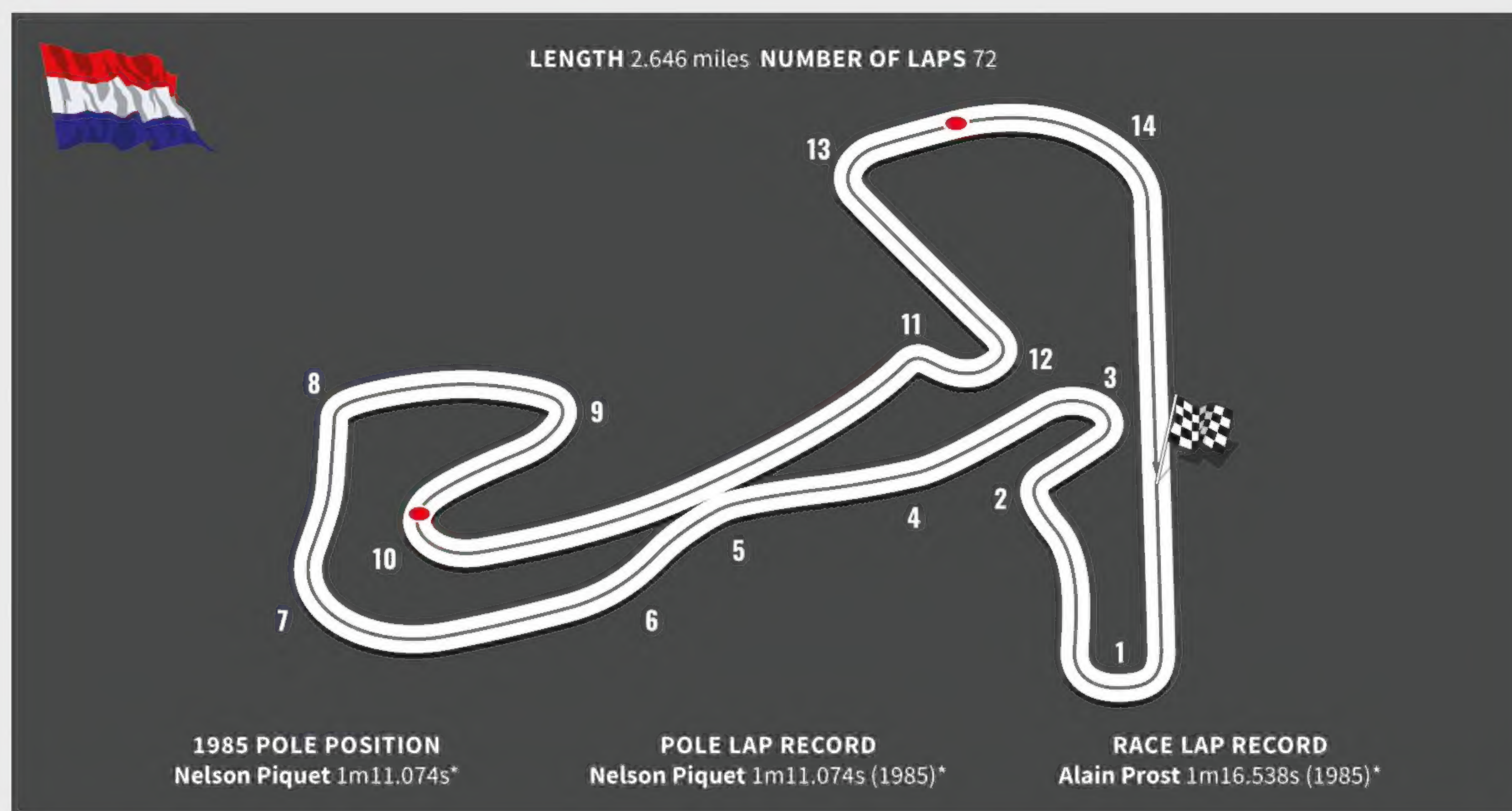
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F1 DUTCH GRAND PRIX PREVIEW



*old layout

UK START TIMES

Friday 3 September

FP1 1030 FP2 1400

Saturday 4 September

FP3 1100

QUALIFYING 1400

Sunday 5 September

RACE 1400

CATCH THE RACE LIVE

SKY SPORTS F1

BBC RADIO 5 LIVE

HIGHLIGHTS

CHANNEL 4 1830

TYRE ALLOCATION



CHAMPIONSHIP POSITIONS

Drivers

1	Hamilton	202.5
2	Verstappen	199.5
3	Norris	113
4	Bottas	108
5	Perez	104

Constructors

1	Mercedes	310.5
2	Red Bull	303.5
3	McLaren	169
4	Ferrari	165.5
5	Alpine	80



RACE STATS

Previous winners

1985	Niki Lauda	McLaren
1984	Alain Prost	McLaren
1983	Rene Arnoux	Ferrari
1982	Didier Pironi	Ferrari
1981	Alain Prost	Renault
1980	Nelson Piquet	Brabham
1979	Alan Jones	Williams
1978	Mario Andretti	Lotus
1977	Niki Lauda	Ferrari
1976	James Hunt	McLaren



ZANDVOORT MASTERS

Top 10 points scorers for grands prix at Zandvoort. All races converted to current points system.	N Lauda	141
	J Clark	137
	J Stewart	124
	J Brabham	106
	G Hill	101
	C Regazzoni	83
	N Piquet	77
	A Prost	77
	J Ickx	74
	S Moss	71



Something worth celebrating

On a weekend in Belgium when F1 did itself few favours, witnessing the Williams squad's hard graft paying off, allied to George Russell's brilliance, gladdens the heart

ALEX KALINAUCKAS

Trying to connect the words '2021 Belgian Grand Prix' with 'celebration' is an exercise fraught with peril. Really, very little about last weekend was worth celebrating after the washout caused a one-lap 'race' behind the safety car. It utterly undid the fine actions Formula 1 witnessed the day before – from polewinner Max Verstappen and his shock front-row companion George Russell.

In the aftermath of the abandoned race, the Williams squad still celebrated its first podium since the 2017 Azerbaijan GP, and Verstappen's Red Bull team wasn't exactly disappointed to close the gap to Mercedes and Lewis Hamilton essentially for free. Yes, they could have done so by more if full points had followed a full race, but there will likely be extreme dissatisfaction from some quarters if the Dutchman secures his first title by less than the total he took from Spa come the end of this close campaign.

Neither Williams nor Red Bull was responsible for F1's Spa farce – competitors can only play the circumstances before them. It was the tone-deaf *normality* of the podium proceedings that grated, and perhaps Russell would have been wiser not to say it "doesn't matter" how his first F1 podium arrived. But such is the challenge of live broadcasting, and it must be said he struck a much more conciliatory tone in the post-'race' press conference.

Perhaps the celebration that F1 fans should choose to remember

"The team acknowledged it was 'lucky' to a certain extent, but it made its calls brilliantly"

better was the one in the Williams garage after he'd crossed the finish line in Q3. When Russell had rocketed to the front row, the sound of his team's cheering could be heard in delightful background snippets as his engineer announced all the drivers he'd humbled by securing second in 2021's eighth-fastest car.

But there was another reason why Williams was so pleased at the end of the Spa weekend. It accrued 10 points – nine for Russell and one for Nicholas Latifi, ultimately his reward for his best F1 qualifying performance. While the 10 points the team picked up in Hungary had all but sealed eighth in the 2021 constructors' championship, its Spa haul has cemented that placing.

Haas, with its undeveloped car and rookie drivers, was never likely to threaten that level in 2021. But Alfa Romeo has a car that is just 0.045% slower than Williams on average in 2021 (based on

Autosport's supertimes calculations). Now it has no chance, really, of taking a fourth successive eighth place in the constructors' (going back to 2018 as Sauber). No wonder the team felt the outcome at Spa "hurts us all" in a statement issued on Monday. Everyone should feel that way, but if it had produced a faster car, then Alfa itself might have been in a position to capitalise on unexpected situations. In a year when so much of car development is frozen, the team should hurriedly reflect on how Williams has turned a 0.094% 2020 supertimes deficit to its current superiority.

Then there's the driver factor. A topline ace producing qualifying brilliance has boosted Williams all year, and now that skill has earned materially meaningful bounty too. Kimi Raikkonen was outqualified by Mick Schumacher at Spa. And while Antonio Giovinazzi's performances have generally been much better, it's hard to assess how good he has been given Raikkonen's inconsistencies.

Having leapfrogged Alfa, Williams is reaping the reward of its hard work to battle back since the awful days of 2018-19. It's clearly worked well on car development (considering how little was allowed for 2021) and is running a very tight ship operationally – as evidenced by the calls it made in qualifying (see page 16).

The team did acknowledge that it was "lucky" to a certain extent in qualifying last weekend. But it made its calls brilliantly and was rewarded. And this wasn't with a wet-weather set-up, which doesn't really exist in F1 anymore given the risk of being embarrassingly caught out if the forecasts turn out wrong.

Russell delivered yet again for Williams. He recalled the tough times he's experienced at the back of the pack since arriving in F1, therefore explaining the pride he feels at its recent results, no matter the elements of fortune that flow through them. He remains the most likely driver to partner Hamilton at Mercedes next year, with the latest rumours suggesting an announcement at the upcoming Italian GP, possibly in tandem with the confirmation of Valtteri Bottas moving to Alfa.

Russell's performances in the last three seasons have helped Williams recover, as the team has worked to rebuild its confidence and operational nous. It knows it lacks experience of dealing with the differing pressures that come with front-of-the-grid running, but that will come if it can stay on its current upward trend.

Looking back at Spa 2021 will be painful for many. But, other than Verstappen claiming another excellent pole, and safety being rightly prioritised in terrible wet conditions, seeing one of F1's most-storied squads capitalise on its own gains in many areas, allied to a young superstar proving his worth yet again, is probably the only element that deserves positive reflection. ✨

➔ P12 BELGIAN GP BLUNDERS



The next race is a short drive away in the Netherlands – so it's not like there was a big pressure to load the planes for a long-haul flyaway race

JAMES RORISTON

Rain on Sunday, race on Monday?

So delayed races can take place the next day in both IndyCar and MotoGP (remember Qatar some years ago? *[it was 2009 – ed]*), though in Formula 1 they cannot? The governing body gave a vague response to the question on Sunday as to why it couldn't. It seems remarkable for a sport that is so reliant on exposure and the goodwill of fans who spend hundreds of pounds for premium grandstand seats.

F1 needs to look at this in the future, should such a weather event as happened in Belgium occur again, avoiding a lacklustre 'two and a bit'-lap crawl behind the safety car. The next race is a short drive away in the Netherlands – so it's not like there was a big pressure to load the planes for a long-haul flyaway race. Surely a Monday race wasn't totally beyond question?

James Roriston

By email

Fans need to be reimbursed

When MotoGP at Silverstone in 2018 was cancelled due to rain, fans were reimbursed thanks to Silverstone's insurance. Because the FIM declared that the weather had prevented the race taking place, the circuit's insurance kicked in allowing refunds. However, the F1 rules at Spa meant that two laps behind a safety car classified as a race, even though racing was impossible because no overtaking is permitted behind the safety car.

I have no idea if there was any such insurance cover at Spa, but if there was, no claim would be likely because 'officially' there was a race. The potential of this happening again with our increasingly variable weather makes it vital that the rules are changed to allow insurance cover for circuits and to recompense spectators.

Ironically, the British round of MotoGP took place the same day at Silverstone on a perfectly dry track.

Dermot Bambridge

Silverstone

Awarding even half points devalues other races

We saw some interesting performances in qualifying at Spa and it was good to see George Russell add nine points to his score for the



season. However, two laps behind a safety car does not constitute a race and awarding even half points devalues every other event on the F1 calendar. These are supposed to be the 20 best drivers in the world, so either let them get on with it or run the race on Monday as they would in NASCAR or IndyCar.

Andrew Nimmo

Teddington

Cars should have never gone out on track

It's natural that in all walks of life there are some rules we agree with and some we don't, and having completed the necessary laps of the Belgian GP the points had to be awarded. However, there was no chance of racing in those conditions, so surely the cars should not have gone out on track? It was hardly in the spirit of the rules.

Paul Millward

By email

Thank goodness for the BTCC

Regarding the Spa washout, I would like to give heartfelt thanks to TOCA, Thruxton and ITV4: if it hadn't been for them, I might as well have gone to the pub.

Graeme Innes-Johnstone

Elland


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VERSTAPPEN 'WINS' A BELGIAN GP THAT NEVER WAS

Formula 1 is under a cloud as a result of what unfolded at Spa, its efforts to stage a race stymied by unrelentingly bad weather

ALEX KALINAUCKAS

PHOTOGRAPHY  motorsport
IMAGES



Two laps of the sodden Spa circuit were enough for Verstappen to be awarded victory

The 29th of August 2021 was a bad day for Formula 1. On the day the Belgian Grand Prix officially took place, the championship faced appalling conditions at a Spa track still tinged by recent tragedy. There were seemingly endless delays and dithering, underpinned by poor communication. Teams and officials at times appeared not to have a full grasp of the rules. The day ended with questions over whether the applications of the final decisions were correct. And, perhaps most perniciously, there were suspicions that what eventually transpired had more to do with money than what was right – admittedly in an awful situation for those making the big calls.

WHAT TRANSPIRED

Overnight rain continued into Sunday morning, with the FIA Formula 3 race and Porsche Supercup taking place in wet conditions. Inevitably, the start was pushed back – first by 10 minutes, eventually three more times to 1525. When the formation lap did commence, it did so behind the safety car. On the second exploratory tour, with visibility for everyone except leader Max Verstappen unacceptable – “I may as well have been closing my eyes down the straight”, said Williams’s George Russell of following the Red Bull – the red flags flew.

There followed a near-three-hour suspension. Four promised weather updates turned out to be nothing but more promised weather updates. Lando Norris dozed in the McLaren garage and AlphaTauri’s Yuki Tsunoda had some soup. Medical car driver Alan van der Merwe was regularly dispatched to assess the track conditions as the rain refused to abate.

Eventually, the call was made to “resume” the race at 1817 – the wording was rightfully mocked, but also correctly used given the regulations. Those rules had even been superseded by the stewards, who paused the three-hour maximum-time window that had commenced at the scheduled 1500 start time (a rule introduced initially as a four-hour race-completion window in the aftermath of the rain-affected 2011 Canadian GP), by applying force majeure status.

But on the second lap back in what Verstappen called “worse” conditions than during the initial attempts to get racing, proceedings were halted again. After 18 more minutes passed, the event was called off. But by completing those two ‘race’ laps, a result could be called and half points awarded, as per Article 6.5 of F1’s Sporting Regulations. Verstappen was the winner, Russell and Lewis Hamilton completing the podium – all the usual jovial post-race proceedings played out as normal – in qualifying order.

THE REACTIONS

There were understandable reactions from competitors who can only tackle the circumstances set before them. Verstappen and Russell >>



Safety car led initial formation laps, then the later 'race'

were pleased to capitalise, because they starred in qualifying. But for the rest, and we can assume for the 75,000 spectators who had endured a farcical day, there was a general feeling of frustration.

Hamilton summed up what plenty were thinking, once again the world champion making a point that many others would not dare. "There is a rule that says for it to be a legal race, it has to be – I think – a minimum of two laps," he told the post-'race' press conference. "They knew that, and they sent us out for two laps behind the safety car and that activates a bunch of things. I don't know all the politics and the background, but my main concern is that the fans should probably get their money back. I don't know if by doing the two laps it means they don't and that's... I just don't think that's what we want. We have better values than that as a sport."

THE REASONING BEHIND THE DECISIONS

There were several critical calls that race director Michael Masi had to explain once the podium ceremony had finished. And to his credit he visited TV crews and conducted his usual post-event press briefing. Halfway through this, F1 CEO Stefano Domenicali arrived to speak to reporters too.

On the race-resumption decision, Masi said: "We were all aiming for a [weather] window that we thought was there. There was sort of a weather band there where we thought we could get some racing in. But then the weather deteriorated so rapidly that unfortunately we couldn't."

Domenicali said F1 "absolutely" would have received its race-hosting fee from Spa even if no laps had been completed at all, and also rebuffed suggestions that the two-lap 'resumption' period had been designed to fulfil commercial considerations: "It's totally not true, because when we're talking about racing, there is responsibility, that is a clear process, and those things are not connected at all."

THE CONCLUSIONS

F1 and the FIA deserve a huge amount of credit and praise for much of what transpired on Sunday. The championship's history features wineworthy moments where responsibility for safety calls was left down to individuals – such as Niki Lauda at the 1976 Japanese GP or Alain Prost at the 1989 Australian race. Thankfully, motorsport has moved on since such times, and the decision not to press ahead with racing in difficult conditions at a track where the engaging and gifted Anthoine Hubert lost his life just two years ago was entirely correct.

The various stakeholders tried to get in a race in very tough circumstances, even stopping the countdown clock for the first time under force majeure, which is within the stewards' power under the FIA's International Sporting Code.

It must be accepted that F1's explanation of why the race was called as it was is the truth – taking it at its word is the right thing. But if that is indeed the case, then it should surely work with Spa, the





One fan in attendance last Sunday told Autosport that from their perspective in a grandstand between La Source and Eau Rouge — and we mustn't forget there were plenty of fans with no roofed protection from the elements — supporters from a range of nations could understand how things were shaping up, even with the at times incomprehensible messages flashing up on the world feed being broadcast on track TV screens. There was plenty of booing and the podium ceremony was not exactly well received...

F1 often finds itself tied by many of the rules and deals it has made to reach this point in its development. For instance, having races start hours later than they traditionally would to ease global TV coverage, even if that provides a further risk of things going wrong on the ground.

“NASCAR AND INDYCAR CAN POSTPONE EVENTS BY A DAY TO GET RACING IN IF BAD WEATHER STRIKES”

race's promoter responsible for ticketing, to ensure that the spectators who were “robbed”, in the words of Hamilton, by the weather can somehow be repaid. Domenicali has already said that the event's “organiser, together with us” will consider “the maximum attention to the fans”.

It will be tough given the commercial pressures created by the pandemic, and it's a more nuanced situation than it may seem, given three practice sessions and qualifying took place over the rest of the event. But fan support is critical. At Silverstone, for instance, the track only survived 2020's awfulness because so many fans rolled over their tickets to this year and didn't ask for their money back in the meantime.

It's also the right thing to do, and would go some way towards making up for the elements of last Sunday that deserve to be criticised. A race being called after two laps behind the safety car is neither a real race nor a good look for F1.



Now, F1 needs to be flexible to pay back its fans as well as possible. Another round at Spa in 2021 would be great given the ever-shifting calendar. It's what happened in 1985, when the new Spa surface broke up and the event was abandoned before being restaged three months later. With a ‘TBC’ slot still on the current schedule and the strong possibility of more races being lost to the pandemic, this seems pleasantly logical.

Russell and Hamilton were in favour when Autosport broached that possibility in the post-race press conference, and Masi says it is “logistically a possibility”. But Verstappen also sagely noted “we already do too many races”, plus, as Bernie Ecclestone put it in the 6 June 1985 issue of this publication, “let's see who'll put the money up...”

If that's not possible, F1 as a whole needs to put its money where its mouth is to win back any fans it lost with the 2021 Belgian GP farce. But there are further factors it should consider too.

Start times must surely become flexible. NASCAR and IndyCar can postpone events by a day to get racing in if bad weather strikes, so that must be something ‘the pinnacle of motorsport’ can at least assess.

Plus, with freak weather events becoming ever more common thanks to the climate crisis, might the machinery involved even need to be adapted to ensure that events can safely go ahead when the elements close in again? After all, this might not be the last true sporting contest lost to such unfortunate circumstances. ❧

NEXT F1 REPORT


DUTCH GRAND PRIX 9 SEPTEMBER ISSUE

Grand prix racing's long-awaited return to Zandvoort will hopefully give Formula 1 a much-needed shot in the arm after the events at Spa.

RUSSELL STARTS ON SPA'S DAY OF ACTION

At least qualifying provided a spectacle for fans, the limelight hogged by the Williams driver's brilliant seizure of a front-row grid slot

ALEX KALINAUCKAS

PHOTOGRAPHY  motorsport
IMAGES

I'm really proud to have achieved this with the team." George Russell's first Formula 1 podium came in utterly bizarre circumstances at the 2021 Belgian Grand Prix. But it was his reward for delivering arguably the best driving of the Spa weekend during the previous day's qualifying session.

The session was wet from the start, with Q1 delayed by 12 minutes to allow the FIA to assess the track conditions, a paltry hold-up compared to what was to follow on Sunday. When it did get going, Russell's Williams squad sent the Briton and team-mate Nicholas Latifi out on intermediate tyres. This was an "aggressive" decision, said Williams head of vehicle performance Dave Robson, designed to "get the drivers' confidence up" on the compound that would be crucial to gaining a high grid placing.

The rest of the pack did their early sighters on full wets, conscious of needing to save their four sets of inters per car for the later stages. But Williams was committed to using its allocation just to ensure progression through the segments, no matter the subsequent impact of having only used sets left should its drivers advance. "For us, that's an easy game to play," said Robson. "Much more difficult for the frontrunners."

Williams's decision paid off handsomely. Not only did Russell make it through to a third Q3 appearance of 2021, but Latifi qualified 12th – his best result in F1.

Q3 was a story of three young, super-talented drivers. The rain had intensified ahead of the final segment, which meant the drivers initially headed back out on the extreme wets.

Russell led the pack around and was the first to tackle the course at full-speed in the more-challenging conditions. He made it up Eau Rouge, just, thanks to a lift when catching an oversteer snap after touching the Raidillon kerbs. Then, as he blasted up the soaking Kimmel straight, his FW43B aquaplaned dramatically and Russell screamed for the red flags to fly.

They soon did, but were in fact the reaction to Lando Norris's huge accident in his countryman's wake.

The McLaren driver had been the star of qualifying to this point, even with Russell's latest Q3 progression in 2021's on-average eighth-fastest car, and had topped Q1 and Q2. But catching his own oversteer snap – this one just past the second Eau Rouge apex – pitched Norris's MCL35M left and sent him sideways into the wall at high speed, his wrecked car bouncing back across the track in a series of lurid spins. The following Sebastian Vettel pulled alongside to check Norris was OK, which he thankfully was.

"At the end of the day I guess my mistake and my bad," said



Russell rightfully pleased with himself for his qualifying coup



Top three starting order became the next day's race result



Bold strategy calls by the Williams team helped Russell capitalise on his opportunity

Norris. “But I didn’t feel like I was taking too many risks.”

The subsequent 40-minute stoppage to reset the track played a pivotal role in Russell’s eventual result. He, along with Esteban Ocon, initially returned for the resumed Q3 running on full wets. The rest of the runners – led by the Mercedes and Red Bull pairs – had gone back to the inters with things drying out once again. Williams therefore pitted Russell at the end of his out-lap and refitted the inters he’d used right back at the very start of Q1.

“[Back then] it was really quite wet,” said Robson. “So they weren’t badly damaged when we pitted off them. And then there had been such a long period of time since Q1 run one they were all hot and back up to temperature. We were fortunate that the heavy rain [in Q3] meant we could do a bit of work on the full wet, and just that bit of time to get the tyres back up to temperature [in the blankets] was the key.”

Then came Williams’s next bold call, one Mercedes boss Toto Wolff called “risky but clever” and led to Lewis Hamilton

“THAT’S A STONKING LAP. YOU’VE OUTQUALIFIED MR HAMILTON. OUTQUALIFIED PEREZ. AND BOTTAS...”

qualifying third. With Russell back on the best compound for the conditions, he was instructed to treat his first Q3 timed lap as a preparation tour to “get the tyres, brakes and power unit all in the right state,” said Robson, “and then just go for it.”

“I basically pushed but I didn’t deploy my battery,” Russell said of the prep lap that yielded a 2m08.059s. “I just saved it all for the last lap because it’s quite potent around here.”

With everything singing as Williams wanted it, Russell lit up the timing screens. He was able to hit the La Source apex, which the following Hamilton and even Max Verstappen could not, and recorded a 2m00.086s – a 7.973s gain on his previous Q3 best – with his rapid and aggressive first sector proving pivotal.

Then came the rest. “That’s a stonking lap,” reported engineer James Urwin. “You’ve outqualified Mr Hamilton. Outqualified Perez. And Bottas. And Vettel...”

Only Verstappen stopped Russell taking a famous pole, and what would have become an infamous win.

The Red Bull driver’s front row partner got the attention, but Verstappen also still delivered when it mattered, despite his tyres feeling “a bit cold, especially the first sector and maybe the start of the second one”. Verstappen added: “I think looking back at that, we could have done a better job.”

Nevertheless, the Dutchman secured a sixth 2021 pole and then of course the controversial ‘race’ win the following day. But Russell’s qualifying heroics would mean he too received silverware. In the end, although not as materially prized, the memory of his performance in such difficult circumstances, with a Williams package the team acknowledges remains far from F1’s best, might just be more valuable. ❧



Verstappen took pole, but still reckoned a better job could have been done

ANDRE

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DRAWING BOARD

GIORGIO PIOLA



RED BULL SEARCHES FOR MORE STRAIGHTLINE SPEED

After the Belgian Grand Prix proved to be a washout, the wet conditions rather left any Friday practice work on aerodynamic specifications on the backburner. Red Bull ran the low-drag specification of rear wing it had trialled at Baku in June, in a bid to capture more straightline performance from its RB16B at Spa

and overturn any disadvantage from its high-rake philosophy.

The slotted endplate was removed for Belgium, and the upper wing flap featured its turned-down outer edges to limit the overall drag while keeping the centre of the wing producing the downforce required for the corners.

Max Verstappen's wing ran with a Gurney flap attached to the top element for more downforce, while Sergio Perez went without to go after more top speed.

It all proved moot after Perez dropped his car on the exit of Les Combes on the reconnaissance lap to the grid. He was only able to

return to the back of the field because the race start delay was so lengthy, giving time for Red Bull to fix his car and officially start from the pitlane. Red Bull bolted on a higher-downforce wing for the start of the race, in anticipation of any let-up in the conditions.

JAKE BOXALL-LEGGE

ASTON STILL PUSHING DESPITE LIMITATIONS

Aston Martin continued its development progress with a new front wing for Belgium, with the team effectively overhauling its entire AMR21 across the season in response to a miserable early part of the year.

The upper wing flap seems to feature a more angular trailing edge, in a bid to improve the direction of airflow off the wing and its effect on the rest of the car downstream. It also seems to trim off a little overall drag to make the most of the Spa characteristics that reward higher acceleration.

However, team principal Otmar Szafernauer still points to Aston's deficits falling within the changes in floor regulations, and that the decreased rideheight at the rear of the car has been largely responsible for the drop in

performance relative to last year's Racing Point. "I think the team have done a wonderful job," said Szafernauer. "They've worked tirelessly to try and get some of that downforce loss back, but unfortunately we're a bit restricted

with what we can do due to regulations. We've clawed back some of the relative performance we had, but we can't claw all of it back for two reasons: one, we're restricted on how much time we can actually spend on this

year's car, because it comes at the expense of next year's car; and two, our hands are tied when it comes to lifting the rear rideheight."

JAKE BOXALL-LEGGE



20 Raikkonen #7
2m04.452s

19 Stroll #18
1m58.231s

18 Mazepin #9
2m04.939s

17 Schumacher #47
2m03.973s

16 Tsunoda #22
2m02.413s

15 Norris #4
no Q3 time

14 Giovinazzi #99
2m02.306s

13 Bottas #77
2m02.502s

12 Alonso #14
1m58.205s

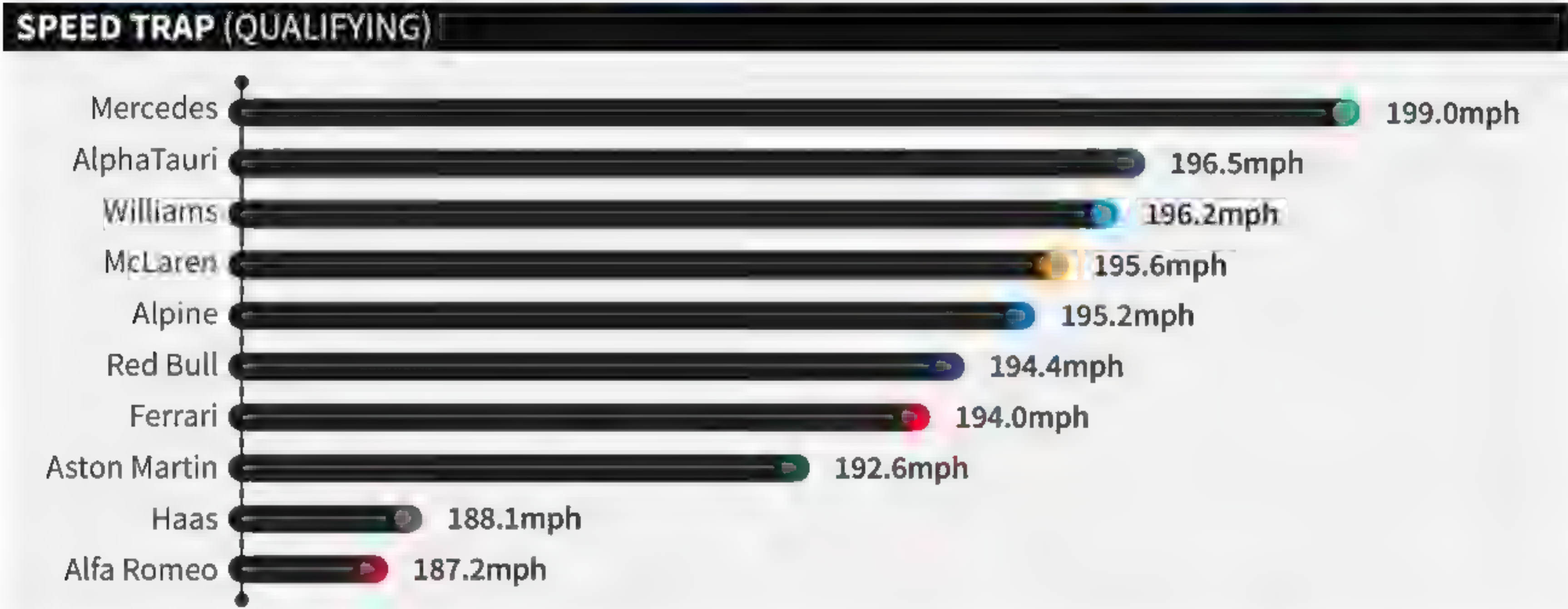
11 Sainz #55
1m58.137s

FREE PRACTICE 1			FREE PRACTICE 2			FREE PRACTICE 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Bottas	1m45.199s	1	Verstappen	1m44.472s	1	Verstappen	1m56.924s
2	Verstappen	1m45.363s	2	Bottas	1m44.513s	2	Perez	1m57.871s
3	Gasly	1m45.699s	3	Hamilton	1m44.544s	3	Hamilton	1m57.996s
4	Leclerc	1m45.818s	4	Alonso	1m44.953s	4	Norris	1m58.509s
5	Sainz	1m45.935s	5	Gasly	1m44.965s	5	Ocon	1m58.913s
6	Perez	1m46.127s	6	Stroll	1m45.180s	6	Stroll	1m59.205s
7	Vettel	1m46.177s	7	Ocon	1m45.302s	7	Gasly	1m59.324s
8	Norris	1m46.336s	8	Vettel	1m45.336s	8	Vettel	1m59.436s
9	Ocon	1m46.497s	9	Norris	1m45.386s	9	Russell	1m59.492s
10	Alonso	1m46.612s	10	Perez	1m45.404s	10	Alonso	1m59.613s
11	Stroll	1m46.649s	11	Sainz	1m45.517s	11	Bottas	1m59.808s
12	Ricciardo	1m46.683s	12	Tsunoda	1m45.758s	12	Latifi	1m59.981s
13	Giovinazzi	1m46.755s	13	Giovinazzi	1m45.789s	13	Ricciardo	2m00.456s
14	Russell	1m46.772s	14	Raikkonen	1m45.967s	14	Sainz	2m00.749s
15	Tsunoda	1m46.928s	15	Ricciardo	1m46.118s	15	Schumacher	2m01.269s
16	Latifi	1m47.101s	16	Latifi	1m46.198s	16	Leclerc	2m01.370s
17	Raikkonen	1m48.125s	17	Russell	1m46.665s	17	Tsunoda	2m01.510s
18	Hamilton	1m48.224s	18	Leclerc	1m46.836s	18	Giovinazzi	2m01.512s
19	Mazepin	1m48.705s	19	Mazepin	1m47.335s	19	Mazepin	2m01.792s
20	Schumacher	1m49.059s	20	Schumacher	1m47.529s	20	Raikkonen	2m04.382s

WEATHER Drying, air 13-14C track 17-21C

WEATHER Drying, air 14-16C track 17-22C

WEATHER Wet, air 13-14C track 15-19C



QUALIFYING 1			QUALIFYING 2			QUALIFYING 3		
POS	DRIVER	TIME	POS	DRIVER	TIME	POS	DRIVER	TIME
1	Norris	1m58.301s	1	Norris	1m56.025s	1	Verstappen	1m59.765s
2	Verstappen	1m58.717s	2	Hamilton	1m56.229s	2	Russell	2m00.086s
3	Hamilton	1m59.218s	3	Bottas	1m56.295s	3	Hamilton	2m00.099s
4	Perez	1m59.334s	4	Gasly	1m56.440s	4	Ricciardo	2m00.864s
5	Russell	1m59.864s	5	Verstappen	1m56.559s	5	Vettel	2m00.935s
6	Bottas	1m59.870s	6	Vettel	1m56.814s	6	Gasly	2m01.164s
7	Vettel	2m00.175s	7	Perez	1m56.886s	7	Perez	2m02.112s
8	Gasly	2m00.387s	8	Russell	1m56.950s	8	Bottas	2m02.502s
9	Leclerc	2m00.728s	9	Ricciardo	1m57.127s	9	Ocon	2m03.513s
10	Latifi	2m00.966s	10	Ocon	1m57.354s	10	Norris	no time
11	Sainz	2m01.184s	11	Leclerc	1m57.721s	<div>WEATHER Wet, air 14-15C track 16-19C</div> <div><div>NEXT RACE</div><div>5 SEPTEMBER</div><div>DUTCH GP</div><div>Zandvoort</div></div>		
12	Ricciardo	2m01.583s	12	Latifi	1m58.056s			
13	Stroll	2m01.597s	13	Sainz	1m58.137s			
14	Alonso	2m01.653s	14	Alonso	1m58.205s			
15	Ocon	2m01.824s	15	Stroll	1m58.231s			
16	Giovinazzi	2m02.306s						
17	Tsunoda	2m02.413s						
18	Schumacher	2m03.973s						
19	Raikkonen	2m04.452s						
20	Mazepin	2m04.939s						

SEASON STATS			
DRIVERS' CHAMPIONSHIP	PTS	BEST FINISH	BEST QUAL
1 Hamilton	202.5	1	1
2 Verstappen	199.5	1	1
3 Norris	113	3	2
4 Bottas	108	2	1
5 Perez	104	1	2
6 Sainz	83.5	2	4
7 Leclerc	82	2	1
8 Ricciardo	56	4	4
9 Gasly	54	3	4
10 Ocon	42	1	5
11 Alonso	38	4	9
12 Vettel	35	2	5
13 Tsunoda	18	6	7
14 Stroll	18	8	10
15 Russell	13	2	2
16 Latifi	7	7	12
17 Raikkonen	2	10	13
18 Giovinazzi	1	10	10
19 Schumacher	0	12	15
20 Mazepin	0	14	18

CONSTRUCTORS' CHAMPIONSHIP	
1 Mercedes	310.5
2 Red Bull	303.5
3 McLaren	169
4 Ferrari	165.5
5 Alpine	80
6 AlphaTauri	72
7 Aston Martin	53
8 Williams	20
9 Alfa Romeo	3
10 Haas	0

QUALIFYING BATTLE			
Hamilton	9	3	Bottas
Perez	1	11	Verstappen
Ricciardo	4	8	Norris
Vettel	8	4	Stroll
Alonso	6	6	Ocon
Leclerc	9	3	Sainz
Gasly	12	0	Tsunoda
Raikkonen	3	9	Giovinazzi
Mazepin	2	10	Schumacher
Latifi	0	12	Russell
Scores ignore sessions if a driver didn't participate in qualifying or had a serious technical problem			

WINS		FASTEST LAPS	
Verstappen	6	Verstappen	4
Hamilton	4	Hamilton	3
Ocon	1	Bottas	2
Perez	1	Gasly	1
		Perez	1
POLE POSITIONS		Pole scores taken based on qualifying results, not the result of any sprint races (official F1 scores would be Verstappen 6, Hamilton 3)	
Verstappen	5		
Hamilton	4		
Leclerc	2		
Bottas	1		

STARTING GRID

10 Latifi #6 1m58.056s		8 Ocon #31 2m03.513s		6 Gasly #10 2m01.164s		4 Ricciardo #3 2m00.864s		2 Russell #63 2m00.086s	
	9 Leclerc #16 1m57.721s		7 Perez #11 2m02.112s		5 Vettel #5 2m00.935s		3 Hamilton #44 2m00.099s		1 Verstappen #33 1m59.765s

RACE RESULTS ROUND 12/23 (1 LAP = 4.28 MILES)

POS	DRIVER	TEAM	FINISH TIME	LED	TYRES
1	Max Verstappen (NLD)	Red Bull-Honda	3m27.071s	1	Wet
2	George Russell (GBR)	Williams-Mercedes	+1.995s		Wet
3	Lewis Hamilton (GBR)	Mercedes	+2.601s		Wet
4	Daniel Ricciardo (AUS)	McLaren-Mercedes	+4.496s		Wet
5	Sebastian Vettel (DEU)	Aston Martin-Mercedes	+7.479s		Wet
6	Pierre Gasly (FRA)	AlphaTauri-Honda	+10.177s		Wet
7	Esteban Ocon (FRA)	Alpine-Renault	+11.579s		Wet
8	Charles Leclerc (MCO)	Ferrari	+12.608s		Wet
9	Nicholas Latifi (CAN)	Williams-Mercedes	+15.484s		Wet
10	Carlos Sainz Jr (ESP)	Ferrari	+16.166s		Wet
11	Fernando Alonso (ESP)	Alpine-Renault	+20.590s		Wet
12	Valtteri Bottas (FIN)	Mercedes	+22.414s		Wet
13	Antonio Giovinazzi (ITA)	Alfa Romeo-Ferrari	+24.163s		Wet
14	Lando Norris (GBR)	McLaren-Mercedes	+27.109s		Wet
15	Yuki Tsunoda (JPN)	AlphaTauri-Honda	+28.329s		Wet
16	Mick Schumacher (DEU)	Haas-Ferrari	+29.507s		Wet
17	Nikita Mazepin (RUS)	Haas-Ferrari	+31.993s		Wet
18	Kimi Raikkonen (FIN)	Alfa Romeo-Ferrari	+36.054s		Wet
19	Sergio Perez (MEX)	Red Bull-Honda	+38.205s		Wet
20	Lance Stroll (CAN)	Aston Martin-Mercedes	+44.108s		Wet

WEATHER Persistent heavy rain, air 12-13C track 14-15C

WINNER'S AVERAGE SPEED 74.33mph



Verstappen's 16th F1 victory will surely stand as his strangest success

OFFICIAL RESULTS NOTE FROM THE FIA

Results have been calculated in accordance with Article 51.14 of the FIA Formula One Sporting Regulations, namely at the end of lap one being the penultimate lap before

the lap during which the signal to suspend the race was given. However, for the determination of points, Article 6.5 is applicable, the leader having crossed the

Control Line three times, therefore complying with the requirement for the leader to have completed more than two laps in order for half points to be awarded.

RACE BRIEFING

GRID PENALTIES

BOTTAS Five-place penalty for causing collision in previous race
NORRIS Five-place penalty for replacement gearbox
STROLL Five-place penalty

for causing collision in previous race
RAIKKONEN Required to start from the pitlane, car modified while under parc ferme conditions
PEREZ started from

pitlane after crash on installation lap

RACE PENALTIES

STROLL 10-second penalty – car modified during race stoppage



STAT
4.3

The 2021 Belgian GP is the shortest F1 'race' in history at 4.3 miles

Ayrton Senna won the 32.9-mile 1991 Australian GP, the previous 'short' record holder



Sutton's Infiniti heads to the finish line, with Cook's Honda in its wake

Sutton on the button as he extends his series lead

The two-time champion played things to perfection at Thruxton to take a victory from opening-race winner and circuit specialist Josh Cook

MARCUS SIMMONS

PHOTOGRAPHY JEP  motorsport
IMAGES

On current form, it's hard to see Ash Sutton not claiming the British Touring Car Championship title for a third time this season — or mount a fourth and record-breaking fifth conquest in the years to come. At Thruxton last weekend, he extended his points advantage over current runner-up Tom Ingram from 14 points to 30. On a circuit renowned for not favouring rear-wheel drive, he was once again a race winner in that softly sprung, kerb-leaping Laser Tools Racing Infiniti Q50.

Last year, there were some errors on Sutton's part as the championship advantage swung to and fro between him and Colin Turkington. Mistakes are definitely not a part of his game in 2021. As his BMR

engineer and Infiniti redesign wizard Antonio Carrozza observed, in the wake of Sutton dragging an Infiniti laden with 75kg of success ballast to seventh on the grid: "With the weight it's not about race one — that's just about damage-limitation, and race two is where you maximise things. Ash has spent a lot of his career being the chaser and not often the leader. At this point of his Subaru season [where Sutton won the 2017 title in the BMR Levorg] he was fifth or sixth [and therefore not carrying much ballast]."

What might not have happened last year is Sutton having the discipline to get what Carrozza described as "a good banker in", which netted him that seventh place in qualifying, and in the top three at the time he set it. There was *potentially* more in the car,

and Sutton strove to find it. "I would like to have kept P3 or P4 but we were pushing it to do that," he reflected. "I just had a little bit of wheelspin, which cost me at the Complex."

Sutton made progress in the opening race. He got ahead of Adam Morgan's Ciceley Motorsport BMW 330i M Sport at Village on the eighth lap of 16. Then, when Rory Butcher chiselled his way ahead of Dan Rowbottom's polesitting-but-freefalling Team Dynamics Honda Civic Type R at the Complex on the following tour, Sutton took advantage to further demote Rowbottom into the following Noble left-hander and rise to fifth just after half-distance. From then on, he sat glued to the bumper of Butcher's Speedworks Motorsport-run Toyota Corolla. Was a move on? Possibly. Would Sutton have



Cook (left) and Sutton:
respectful rivals, and
both winners at Thruxton

tried a risky one in 2020? Potentially. But this time he appeared to be playing the percentages. “There was an element of being told Tom [Ingram] and Colin [Turkington] were behind us,” he explained, referring to his two closest rivals in the points pre-weekend. “That allowed us to focus on collecting the most points we could. I’ve got to look at risk and reward: was P4 worth all of that?”

The Infiniti was now down to 39kg of ballast for race two, lighter than the cars ahead of its fifth grid slot. Now was the time to attack. Butcher “had oversteer into Goodwood and lost two places”, one of them to Sutton, but that was just the first half of an exquisite double-pass that ended with the championship leader sweeping bravely around the outside of Jake Hill’s Motorbase-run MB Motorsport Ford Focus into Church Corner.

Now Sutton was third, and on the fourth lap he gained another place from Tom Oliphant’s West Surrey Racing-run BMW to claim second. As he crossed the start-finish line, he was 2.363s behind Thruxton maestro Josh Cook, bidding for a second win of the day – and an eighth in all at the Hampshire circuit – in his BTC Racing Honda. With 75kg now in his Civic, Cook was always going to have a tough time defending that advantage. Sure enough, with six laps remaining, he got a bit wide exiting the chicane, and Sutton was down the inside into Allard to take the lead and eventual victory. “I could see he had understeer on the exit of the last corner,” said Sutton. “Obviously Josh had been working his tyres

“With the weight it’s not about race one – that’s just about damage-limitation”

– the weight means he’ll hurt them more – but he always leaves me racing room.”

Indeed, the podium celebrations gave an insight to the great friendship between this duo, Cook even attempting to gatecrash Sutton’s post-ceremony TOCA media interview by pouring the last remaining drop of champagne down his mate’s neck. They were team-mates in the 2016 BTCC at the Triple Eight MG team, Sutton as a rookie and Cook as a sophomore. Cook narrowly outscored Sutton that season, and since then has generally floated slightly below the radar as an underrated great talent of the series.

Right from the start of free practice, Cook was carrying unbelievable speed into the Complex at the wheel of that BTC Honda, on 33kg of success ballast after some tough recent events. What he is rightly lauded for is being an absolute maestro of the Hampshire speedbowl. He couldn’t quite get pole, and indeed was outpaced by Rowbottom (27kg ballast) and the impressive Hill, who hauled a 39kg-laden Ford Focus onto the front row at a circuit famous for being Honda >>

SHEDDEN HAS A DISASTER

“I’ve had some team managers coming up to me asking if I’ve been killing black cats!”

That’s Gordon Shedden’s take on a so-far difficult comeback BTCC season that turned to absolute disaster at Thruxton. To be fair, luck didn’t come into it in qualifying: the three-time champion held his hands up to the mistake that consigned him to 14th on the grid when team-mate Dan Rowbottom had pole. Shedden was 0.1s up on Rowbottom’s effort after the first two sectors, and then “I’ve got to put my hands up – I just dropped it at Church. I got a bounce on and the car didn’t stop, and bouncing off I went. My first run was just a clusterf*** with traffic, and I had to put a set of tyres from FP2 on to do my time.”

With track temperature dropping just before race one, and Shedden saying “we try to err on the side of caution with weight [48kg ballast]”, he struggled to switch the tyres on and could progress only to 13th. Then the clutch failed at the start of race two, and he gridded up 28th for the finale – and ploughed into the barriers at Allard with Jade Edwards.

Shedden had been trying to give Nic Hamilton’s Team Hard Cupra room on the inside, only to find Edwards’s BTC Honda to his outside. “The contact is from her right-front to my left-rear wheel,” he said. “You can’t just turn in regardless; you have to back out of it.” For her part, Edwards responded: “I gave him enough room and the contact was from his car onto mine.”

While Shedden plummeted from fourth to ninth in the points, it was little better for Rowbottom. After his sixth position in race one, a throttle pot failure cost him six laps in the pits in race two, before he mustered 14th in the finale. “One of those days...” muttered team boss Matt Neal.



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territory. “A very messy qualifying,” mused Cook. “A couple of yellows and aborted laps. But I can’t be annoyed with P3 – it could have been a lot worse.”

It went a lot better at the start of the opening race. Under gloomy overcast skies, the track temperature dropped, and this was bad news for the Dynamics Hondas of polesitter Rowbottom and mid-grid Gordon Shedden. “We compensated a bit for it on the grid, but not enough,” said team boss Matt Neal. “We couldn’t turn the tyres on.” Hill, in turn, “messed the start up”, and this allowed Cook instantly into second, before he hung it around the outside of Rowbottom into the Complex and then claimed the inside line and the lead at Cobb. Rowbottom’s sliding Civic also lost places to Oliphant and Hill, before Hill took advantage of the rear-driven BMW taking longer to switch its Goodyears on by diving audaciously around the outside into the chicane to take second.

Cook, Hill and Oliphant ran in close formation through the first half of the race, and the BTC Honda eked the gap out to over a second as it wore on. “The start made the race a lot easier,” said Cook. “I think the others might have got off the line badly, which slightly exaggerated my better start. It’s never easy to win. It’s terrifying being out front when you’ve got nothing to gauge yourself against, but it was nice to be in a position to work out where you’re strong.” ‘Where you’re strong’ is quite clearly the entire 2,356 miles of Thruxton: Cook’s victory means he has a sum total of 11 BTCC wins, but seven of them have come here, and that success meant he equalled the circuit



Cook grabs the lead from Rowbottom on the first lap of the opener

record jointly held by Yvan Muller, Fabrizio Giovanardi and Shedden.

With the ballast upped to 75kg for race two, Cook was six laps from breaking that record in race two, only for the Sutton steamroller to flatten that hope. “Ash was a bit lighter – I had no real answer for that speed in the slow corners,” he reflected. “I probably had the better of him in the high-speed, but the ballast out of the slow-speed is a challenge. But we get on really well together. It’s always a pleasure, because you know that whatever happens either way we allow each other room to finish the manoeuvre.”

As you’d expect, the Sutton-and-Cook show was derailed a little bit in the reversed-grid finale, with the Infiniti and Honda

carrying 75kg and 66kg respectively of ballast from the fourth row of the grid. Ingram was partly responsible for the downfall of both, starting his unballasted Excelr8 Motorsport Hyundai i30 N from 12th on the grid. Thanks to a three-time infestation of the safety car, the race wasn’t allowed to breathe sufficiently for it to take much shape, but it didn’t stop an Ingram charge. He bundled his way past Sutton for eighth at the chicane in a manoeuvre that the Infiniti star had no problem with (“It was a good move by Tom”), but it did leave him prone to “just getting hit left, right and centre” as Jason Plato’s Power Maxed Racing Vauxhall and the second Excelr8 Hyundai of Chris Smiley got ahead too, and Sutton finished 10th. >>

CHICANERY AND REVERSED-GRID WINS

What is a fair penalty for cutting the Thruxton chicane? Adam Morgan didn’t get one at all, and was allowed to keep his reversed-grid victory over Colin Turkington despite overshooting the final turns with three laps

to go and keeping it lit around the outside.

The speedtrap over the following start/finish line tells the story: Morgan was clocked at 109.2mph, compared to his next best of 105.5, and he

gained 2.1s on Turkington in that sector. As he explained, he tried to give that time back to Turkington over the following lap – it was 1.7s slower than Turkington’s – but it *had* given him a little bit of breathing space.

Some might say that a 10s penalty, as used to be applied on the old Silverstone GP circuit, would be appropriate, but in this day and age of safety cars it would be unfair: indeed, on this occasion that would have relegated Morgan to 20th.

In fairness to Morgan, his decision to bypass the chicane completely was taken instantly to avoid what could have been a hefty shunt as he strove to keep

his Ciceley Motorsport BMW 330i M Sport ahead of the West Surrey Racing-run version of Turkington. He said “I was kicking myself” for the error caused by locking up his front-right tyre: “My first thought was ‘I’m going off’ to be honest. I was never going to make it, and I had a split-second decision to make. I knew I wouldn’t make the chicane.” And neither was Turkington launching a move.

Turkington was philosophical: “He obviously gained two and a half seconds, which relieved him of pressure, but it is what it is. I was pushing hard to try to force a mistake, which I think I did, and it’s frustrating not to be able to capitalise on it.”



Morgan leads Turkington – this time through the chicane



Hill leads Oliphant. They fought for podiums through the first two races

Ingram then got ahead of Cook – although an incident between the two of them will be investigated at next month's Croft round – and squeezed his way past Butcher on the final lap at Noble for fifth. His trajectory took him wide towards the grass, but he somehow held on from the Toyota. That was perhaps satisfaction for Ingram at the end of a day during which he'd spent a lot of time looking at the rear of – and occasionally running into – what is effectively his old car!

With 66kg of ballast aboard the Hyundai, Ingram struggled in qualifying to place 12th: "I can pull a lap out of it to just about get it half-decent, but you can't replicate it over a race distance." He lost out in a battle for ninth in the opener thanks to a superb move by Plato, but then went on a mission in race two. Butcher said he had a nudge from the Hyundai at the fast Noble sweeper, which sent the Toyota into a lairy slide as it somehow held onto fifth. Then, on the penultimate lap, Ingram finally got ahead exiting the Complex. Fifth place seemed to be secure, only for a left-front puncture to send him onto the grass at Church on the final tour. He just about made it across the

line in 12th, which precipitated his final-race charge. "That was hard work for not a lot of points," grumbled Ingram. "It was the usual thing: we start the weekend too far back, we end it there or thereabouts, and exactly the same thing will be happening at Croft." Not a happy chappy, now 30 points adrift and *still* facing 66kg of ballast in North Yorkshire.

Ahead of him in that final race was Hill, who completed an excellent weekend and has finished in the top four in each of the six races at Thruxton this season. He was delighted to split the Hondas in qualifying, albeit miffed to miss out on what would have been his first BTCC pole thanks to Rowbottom's fantastic late effort. He spent the first two races respectively leading and chasing Oliphant, then followed Morgan, Turkington and Senna Proctor's BTC Honda at close quarters in the finale. If anything, the safety car interruptions helped him here, with the Ford still on substantial ballast and the lightweight Ingram a threat by the end. "Another big haul of points," he summarised. "I'm thrilled, and my car has been the most consistent. I did struggle a bit in race two with front grip in the high-speed stuff. In

race three we tried something different and it was better, but not as good as race one."

Credit, too, to Oliphant, who bounced back from a run of incidents to qualify fifth, the top rear-wheel-drive contender. As often seems to happen with the BMW, he suffered understeer when he got up behind Hill in his bid to retrieve second place in the opener, but added another podium in the sequel. "I didn't think I'd be in the top five here," he said of a circuit that doesn't usually suit the BMW – and he doesn't like much either. "I'm over the moon with the results."

And team-mate Turkington was his usual phlegmatic self about his day. With 57kg of ballast at the start of proceedings, he was 12th in the opener, then worked up to sixth next time out with no weight, and chased Morgan in the finale. "It's been a really good day in the end – I've just done it in reverse," was how he described his results. "I'm pleased we kept the car inside the top 10 to eventually get a podium. In all honesty, where I finished race one was my pace, but it improved dramatically without the weight."

Turkington is now down to fifth in the points behind Cook and Hill, but more crucially is 41 points adrift of Sutton. That Infiniti seems relatively impervious to the weight, Sutton a maestro of working the race weekend to his advantage. It's going to be hard to stop him. 🏆



Attention: Hyundai looming. Butcher's Toyota leads the way from Ingram



P58 SUPPORTS REPORT

See Club Autosport for Ginetta, Porsche, Mini and F4 action

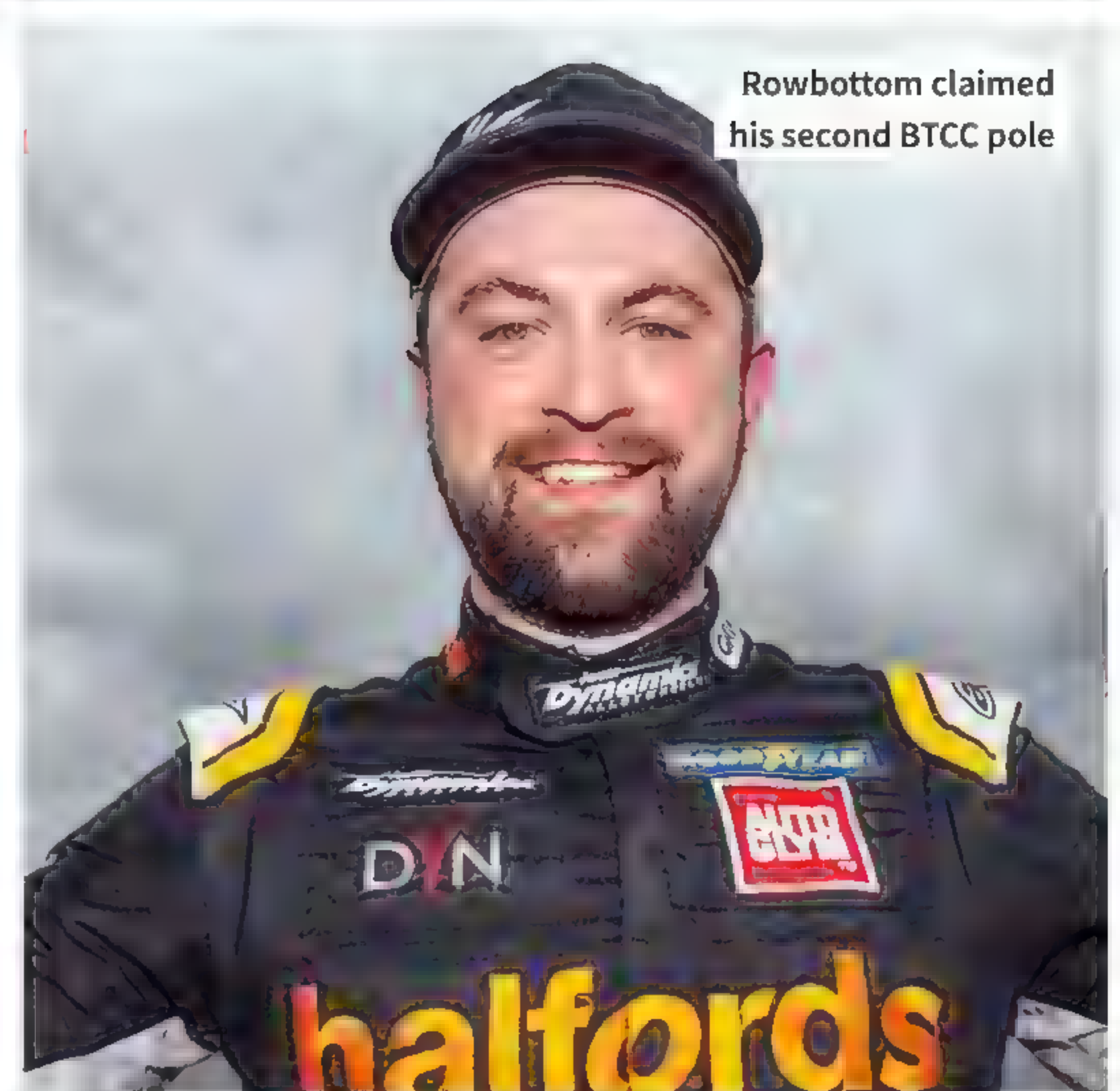
RESULTS ROUND 6/10, THRUXTON (GBR), 29 AUGUST RACE 1 (16 LAPS – 37.696 MILES)

POS	DRIVER	TEAM / CAR	TIME
1	Josh Cook (GBR)	BTC Racing / Honda Civic Type R (33kg)	20m37.012s
2	Jake Hill (GBR)	MB Motorsport (Motorbase) / Ford Focus (39kg)	+1.360s
3	Tom Oliphant (GBR)	West Surrey Racing / BMW 330i M Sport	+3.740s
4	Rory Butcher (GBR)	Speedworks Motorsport / Toyota Corolla	+5.847s
5	Ash Sutton (GBR)	Laser Tools Racing / Infiniti Q50 (75kg)	+6.506s
6	Dan Rowbottom (GBR)	Team Dynamics / Honda Civic Type R (27kg)	+9.260s
7	Adam Morgan (GBR)	Ciceley Motorsport / BMW 330i M Sport (9kg)	+10.617s
8	Senna Proctor (GBR)	BTC Racing / Honda Civic Type R	+12.144s
9	Jason Plato (GBR)	Power Maxed Racing / Vauxhall Astra	+14.511s
10	Tom Ingram (GBR)	Excelr8 Motorsport / Hyundai i30 N (66kg)	+15.970s
11	Dan Lloyd (GBR)	Power Maxed Racing / Vauxhall Astra	+16.635s
12	Colin Turkington (GBR)	West Surrey Racing / BMW 330i M Sport (57kg)	+16.667s
13	Gordon Shedden (GBR)	Team Dynamics / Honda Civic Type R (48kg)	+17.480s
14	Tom Chilton (GBR)	Ciceley Motorsport / BMW 330i M Sport	+17.845s
15	Stephen Jelley (GBR)	West Surrey Racing / BMW 330i M Sport (21kg)	+18.535s
16	Chris Smiley (GBR)	Excelr8 Motorsport / Hyundai i30 N	+21.659s
17	Ollie Jackson (GBR)	MB Motorsport (Motorbase) / Ford Focus	+22.165s
18	Aiden Moffat (GBR)	Laser Tools Racing / Infiniti Q50 (15kg)	+22.375s
19	Jack Butel (GBR)	Excelr8 Motorsport / Hyundai i30 N	+23.507s
20	Jack Goff (GBR)	Team Hard / Cupra Leon	+23.983s
21	Jade Edwards (GBR)	BTC Racing / Honda Civic Type R	+24.259s
22	Sam Osborne (GBR)	Motorbase Performance / Ford Focus	+31.014s
23	Jack Mitchell (GBR)	Team Hard / Cupra Leon	+33.060s
24	Carl Boardley (GBR)	Laser Tools Racing / Infiniti Q50	+35.373s
25	Rick Parfitt (GBR)	Excelr8 Motorsport / Hyundai i30 N	+35.696s
26	Sam Smelt (GBR)	Speedworks Motorsport / Toyota Corolla	-1 lap
27	Aron Taylor-Smith (IRL)	Team Hard / Cupra Leon	-1 lap
28	Nicolas Hamilton (GBR)	Team Hard / Cupra Leon	-1 lap
29	Paul Rivett (GBR)	Motorbase Performance / Ford Focus	-1 lap

Winner's average speed 109.70mph. **Fastest lap** Cook 1m16.260s, 111.21mph.

QUALIFYING

1 Rowbottom 1m15.521s; **2 Hill** 1m15.607s; **3 Cook** 1m15.632s; **4 Butcher** 1m15.731s; **5 Oliphant** 1m15.838s; **6 Morgan** 1m15.855s; **7 Sutton** 1m15.862s; **8 Lloyd** 1m15.922s; **9 Turkington** 1m15.931s; **10 Proctor** 1m15.939s; **11 Plato** 1m16.043s; **12 Ingram** 1m16.099s; **13 Chilton** 1m16.153s; **14 Shedden** 1m16.166s; **15 Jelley** 1m16.211s; **16 Smiley** 1m16.266s; **17 Goff** 1m16.510s; **18 Moffat** 1m16.644s; **19 Edwards** 1m16.690s; **20 Jackson** 1m16.740s; **21 Taylor-Smith** 1m16.746s; **22 Butel** 1m16.763s; **23 Rivett** 1m16.770s; **24 Smelt** 1m16.880s; **25 Mitchell** 1m17.006s; **26 Boardley** 1m17.061s; **27 Osborne** 1m17.070s; **28 Parfitt** 1m17.137s; **29 Hamilton** 1m18.176s.



RACE 2 (16 LAPS – 37.696 MILES)

1 Sutton (39kg) 20m42.975s; **2 Cook** (75kg) +0.878s; **3 Oliphant** (57kg) +4.504s; **4 Hill** (66kg) +5.036s; **5 Butcher** (48kg) +8.059s; **6 Turkington** +8.452s; **7 Proctor** (21kg) +8.973s; **8 Morgan** (27kg) +10.140s; **9 Plato** (15kg) +10.995s; **10 Lloyd** +11.297s; **11 Smiley** +11.596s; **12 Ingram** (9kg) +13.721s; **13 Moffat** +16.540s; **14 Jelley** +16.844s; **15 Butel** +17.363s; **16 Goff** +18.875s; **17 Chilton** +20.066s; **18 Jackson** +22.286s; **19 Osborne** +24.582s; **20 Parfitt** +25.105s; **21 Boardley** +27.640s; **22 Smelt** +28.163s; **23 Rivett** +28.679s; **24 Edwards** +29.365s; **25 Hamilton** +46.624s; **NC Rowbottom** (33kg) 10 laps; **R Mitchell** 4 laps-debris/steering; **R Shedden** 2 laps-clutch; **R Taylor-Smith** 0 laps-driveshaft.

Winner's average speed 109.17mph.

Fastest lap Cook 1m16.392s, 111.02mph.

GRID RACE 2

Decided by result of Race 1.

RACE 3 (19 LAPS – 44.764 MILES)

1 Morgan (21kg) 32m38.972s; **2 Turkington** (33kg) +0.313s; **3 Proctor** (27kg) +0.767s; **4 Hill** (48kg) +1.344s; **5 Ingram** +2.728s; **6 Butcher** (39kg) +3.022s; **7 Cook** (66kg) +3.412s; **8 Plato** (15kg) +3.653s; **9 Smiley** +3.954s; **10 Sutton** (75kg) +4.440s; **11 Lloyd** (9kg) +4.750s; **12 Oliphant** (57kg) +5.660s; **13 Moffat** +5.925s; **14 Rowbottom** +6.618s; **15 Jelley** +6.969s; **16 Butel** +7.570s; **17 Chilton** +8.029s; **18 Goff** +8.486s; **19 Osborne** +8.838s; **20 Parfitt** +9.410s; **21 Mitchell** +14.049s; **22 Hamilton** +21.820s; **23 Taylor-Smith** -1 lap; **R Rivett** 16 laps-off/overheating; **R Jackson** 13 laps-suspension; **R Boardley** 9 laps-accident damage; **R Smelt** 8 laps-accident; **R Shedden** 1 lap-accident damage; **R Edwards** 0 laps-accident.

Winner's average speed 82.26mph.

Fastest lap Ingram 1m16.630s, 110.68mph.

GRID RACE 3

Decided by result of Race 2, with top eight reversed.

CHAMPIONSHIP

1 Sutton 210; **2 Ingram** 180; **3 Cook** 173; **4 Hill** 171; **5 Turkington** 169; **6 Morgan** 144; **7 Butcher** 136; **8 Rowbottom** 134; **9 Shedden** 132; **10 Proctor** 131.

NEXT EVENT

CROFT 23 SEPTEMBER ISSUE

North Yorkshire is often Turkington/BMW country, but he slipped up there last season...

ANDRETTI UNITED SURVIVES GREENLAND GREMLINS TO WIN

Timmy Hansen and Catie Munnings snared their maiden Extreme E victory as the drivers push for much-needed car upgrades to endure off-road trials

MATT KEW

PHOTOGRAPHY



motorsport
IMAGES

Last weekend in Belgium, the talk was that 'Formula 1 cars are not designed to race in the wet'. Head northwest by 2200 miles and venture into the Arctic Circle, the paddock mutterings were gradually creeping towards 'Extreme E cars are not built to survive racing off-road'.

While Timmy Hansen and Catie Munnings emerged as entirely deserving first-time winners for Andretti United in Greenland, when the championship fraternity significantly upped the town of Kangerlussuaq's 500-strong population for a few days, their success arrived after a litany of glitches dashed the chances of Rosberg X Racing maintaining its perfect record.

All told, Autosport counted a season-high total of 22 occasions when the nine spec Odyssey 21 E-SUVs endured some kind of mechanical or technical failing that couldn't be attributed to a crash. The power steering system was its usual suspect self; wheel rims, steering arms and suspension components cried mercy all too easily given the rough stuff design brief and, despite the cool temperatures, the battery was not a happy 'Duracell bunny'.

Championship co-founder Alejandro Agag reckoned it was a "miracle" more cars didn't break down during a maiden event in Saudi Arabia in April. That came after

a pre-season test event to further troubleshoot the machine was cancelled owing to the global health crisis.

In the AlUla desert, there were nine issues and then five on the Dakar beaches of Senegal. The reliability trend was heading in the right direction. While the chilly conditions by the retreating Russell Glacier in Greenland should have shrunk the number even further, instead overheating was an unexpected headache.

At full whack, the car is capable of 400kW. But that was wound down to 225kW for the first two rounds before 275kW was allowed for Friday free practice last weekend. However, Rosberg X Racing, Veloce Racing and Chip Ganassi Racing all had their runs curtailed by rising battery temperatures. Three-time World Rallycross champion Johan Kristoffersson was even told by technicians from car constructor Spark Racing Technology that his machine shutting down was a result of him "braking too hard"...

In response, the field was knocked back to 225kW for the Saturday morning qualifying sprint. Here, Kristoffersson was forced to stop on circuit a further three times – eventually pounding the dashboard in a fit of frustration. "Not very impressed" was his curt assessment. When Andretti United's Hansen endured a similar shutdown on his run, power was dialled back again to an all-time low of 200kW for the rest of the event.

This came alongside steering arm failures endured by JBXE and Veloce Racing and an innocent looking glance off a sand bank that collapsed the suspension for CGR's Kyle Leduc. The American, who plies his trade in short-course off-road truck racing, joined Jenson Button in Saudi by leading the pleas for the rear suspension to be rethought to increase its travel to curtail the unhealthy appetite for flicking into the air at random.

Little wonder there were louder calls for

Spark – best-known for making the Gen1 and Gen2 Formula E machines – to lavish its €1.35million first-ever off-road creation with updates.

Double World Rally champion and Dakar Rally regular Carlos Sainz Sr was more than willing to allow engineers tap into his experience, saying: "There is work to do with the car. We have seen many problems. We are pushing very hard, probably too much for what the cars can take."

"We need to keep working and I'm sure that the car has to become more reliable. We need to make sure the suspension is working better. But this is part of the game. I hope that Spark, the technical people, are improving."

"I'm trying to give to Alejandro [Agag] and to Spark all of my knowledge. I have white hair, I'm the most veteran driver."





I have been driving in the World Rally Championship but especially in the Dakar with good teams, good manufacturers, good cars.”

Part of the frustration with the kit comes from the fact that, as a high-profile series bustling with pukka professional teams and big-name drivers, expectations are high and simply not being met at present. But more than that, cars slowing without meaningful reason puts a natural limit to the number of astonishing overtakes and the amount of breathless action that Extreme E has been breeding brilliantly in its young life. That aspect was still at its best.

Of the single-car qualifying runs, Rosberg X Racing driver Molly Taylor stole the show but rather wished she hadn’t. Fighting back from Kristoffersson’s stoppages, she took

over the car and tried to recover lost time. In doing so, she jumped over a crest, landed heavily on the front axle and the right two wheels dug in as they came back down to earth. The car rolled over but in anticipation of landing sunny side up, she pinned the throttle and scrabbled away without a moment’s hesitation. Incidentally, damage was only cosmetic. It was instantly reminiscent of Colin McRae’s mistake aboard a gold Subaru Impreza in the 2006 X Games – a stunt that did his profile in the United States no harm at all.

The 2016 Australian Rally champion explained: “The speed and the line were the same as Johan [the lap before] when you look at the data. It was a bit of a shock really, because I didn’t see it coming. It hit really badly on the take-off and then I was a bit of a passenger at that point. But I had

the feeling like it was going to roll all the way over, so I just got ready with the throttle just in case we were all good.”

X44 maintained its 100% qualifying streak thanks to Sebastien Loeb and spare-time orthodontist Cristina Gutierrez, who made her competitive motorsport return after fracturing two vertebrae on a rally raid event in Kazakhstan. Agag had organised a plane for her to fly back to swiftly begin her recovery in June.

Overnight rain that persisted on Sunday and a redesigned, flatter course between waypoints two through six – ostensibly to further relieve strain on the componentry – gave a far muddier lap a new look as the first semi-final arrived.

Lewis Hamilton’s team won the heat, Loeb hopping in second and eviscerating the 13s advantage Sainz had established >>

'TONE DEAF' OR JUST PLAIN DEFT?

Naturally, Sebastien Loeb didn't receive the memo that said the section of the 5.4-mile Greenland course that ran down to the lake's edge was single file. He cutely slingshot the X44 car up the inside of Stephane Sarrazin on his way to the spoils, alongside team-mate Cristina Gutierrez, in the first semi-final race.

But in making the pass in the tight confines, his front-right tyre splashed through the body of water and kicked up spray. Having disturbed the natural environment, it drew heated criticism on social media that Extreme E's racing didn't quite stack up with its much-touted sustainability credentials. In the eyes of the vocal, it was "tone deaf". The argument being that not shipping nine cars around the world is of more good than staging a motorsport event in an attempt to draw attention to the climate crisis.

The championship's defence against its detractors is threefold. It maintains that races are only held in locations that are already damaged, that widespread TV deals attract larger audiences than documentaries on the environment (or ones not narrated by David Attenborough, at least) and the series is conducting vital research and 'Legacy Programmes' to leave a lasting benefit in each country visited.

Professors from the scientific team that have been recruited by the series justify it in so far as their scholarly papers only get a dozen or so readers, and they are all doing their bit to further the cause anyway, but Extreme E can convert the middle ground without being gratingly militant to its cost.

JBXE driver Kevin Hansen didn't shy away from tackling the series sceptics who took umbrage with Loeb's overtake, saying: "The people that ignore it are actually the problem. We all have to continue sharing our story here and show everything that we are seeing. It's an incredible location and something very crazy. And if people don't see that, I think they're a bit simple, because to be here is pretty life changing."



by starting his Acciona Sainz machine. The nine-time World Rally champion's run was capped off by an entertaining scrap with Veloce Racing's Stephane Sarrazin, eventually passing the experienced endurance racer with a cheeky dive up the inside by the supposedly single-file lake section. That pass had left Sarrazin in last place in the three-car tussle, so he went for broke. As the trio approached the treacherous 'rock garden' segment, the French racer pulled hard to the right to take a brand-new racing line.

He cut through the roughest part of the mini boulder field, clattered over the stones, and emerged in an unexpected and remarkable lead. But it was only for a moment. Sarrazin's maverick move was undone as the front-left suspension failed in tandem with a rear-left puncture on the run to the line as Loeb beat Sainz's team-mate Laia Sanz by just 0.729s.

Andretti United found its groove in the second semi-final, following a qualifying effort stymied by Hansen's shutdown. The 2019 World RX champion was the last of the late brakiers into the first defined corner, a right-hand kink, to take the lead over rival Kristoffersson and Abt Cupra's Jutta Kleinschmidt, who very quickly fell back with a broken driveshaft. Kristoffersson responded with an early use of the brief 400kW hyperdrive boost to hit first place, but his efforts were compromised when he hit a patch of mud on the run to the lake and understeered wide.

As he used the throttle to rotate the Rosberg X Racing car, the rear clipped a waypoint flag and he earned a 10s reprimand as Hansen powered past with hyperdrive over the riverbed. Kristoffersson regained the lead on the run into the driver swap zone with a late-braking pass before handing over to Taylor. She scarpered away with a 2s lead initially but Munnings, in for Hansen, gave chase and slipped through

for first place when Taylor ran wide to win by 1.2s, which became 11.2s with the penalty applied.

With JBXE progressing from the playoff race, after CGR and Xite Energy Racing both suffered car failures following unsuspecting knocks, Extreme E's latest format tweak had created its first five-car grid for the grand finale.

Munnings elected to take the start and lined up on the far-right side of the grid, with the JBXE (Kevin Hansen), Acciona Sainz (Sanz), X44 (Loeb) and Rosberg X Racing (Taylor) cars to her left. The former CBeebies presenter enjoyed the quietest launch initially as the JBXE and Acciona Sainz machines traded paint, while Loeb and Taylor also tagged over the early crests. Sanz was flicked wide by one of the jumps to fall back to last as Munnings ran down the inside of the first corner and pinned the hyperdrive boost to nab the advantage.

Loeb then activated his power hike to squeeze into the gap between Taylor and Munnings to make it a three-way sprint to the following tight left-hander. Munnings backed off as Loeb took position with Taylor sneaking into second.

With X44 in prime position, Loeb was able to pull away, extending his lead from 2s up to an eventual 18s when he completed his lap and ran into the driver swap zone. Taylor held second as Hansen hit a sand bank to give Munnings some respite in third.

However, the X44 run was blunted by a right-rear puncture sustained late in the lap. Loeb and one crew member began the tyre change at the driver swap, which allowed Timmy Hansen to take over from Munnings and grab the lead ahead of Kristoffersson, who replaced Taylor.

The two World RX rivals battled fiercely, running side-by-side, until Kristoffersson hit trouble. He effectively leapt into the lead momentarily with huge air over a crest, but



Munnings and Hansen cheer a maiden XE win

the massive impact on landing forced yet another car shutdown. That earned Hansen a healthy 2.6s cushion over Mikaela Ahlin-Kottulinsky, aboard the JBXE car, and he then thumbed hyperdrive to build his advantage before snaring the Arctic X-Prix by 4.159s victory.

"I had a couple of moments really on the limit in the final and then I realised I had to back off a little bit and take it easy," said Hansen. Munnings added: "I loved the challenge of this course. It literally changed every time you saw it. Every car would chuck out massive rocks and so your line might not be there, so it was a very spontaneous style of driving."

Ahlin-Kottulinsky delivered second to earn Button's team its best result to date, while third place was settled in a near photo finish. Sainz and Gutierrez, swapping for Loeb, had exited the driver swap zone side-by-side and even appeared to make contact. While Sainz could pull away over the lap, Gutierrez cut the last waypoint flag to cross the line only five hundredths apart. But the final place on the podium eventually fell to the Acciona Sainz squad, with X44 earning a 5s penalty for missing the checkpoint.

Kristoffersson managed to finally restart his car and would finish the final more than a minute behind Andretti United. However, Rosberg X Racing still retains the standings lead by nine points over X44, with Andretti United climbing to third.

With three rounds of the scheduled five completed, over half of the dramatic racing has taken place. The spectacle has been stellar for the duration, but the equipment far less so. For the sporting side of this championship, that has to be priority number one over the two months leading up to Sardinia. The format is sound now and needs to be left alone after a plethora of tweaks, while Spark must reach for its spanners. ❄

RESULTS ROUND 3/5, KANGERLUSSUAQ (GRL), 29 AUGUST (FINAL)

POS	DRIVERS	TEAM	TIME
1	Timmy Hansen (SWE) Catie Munnings (GBR)	Andretti United Extreme E	13m13.239s
2	Kevin Hansen (SWE) Mikaela Ahlin-Kottulinsky (SWE)	JBXE	13m17.398s
3	Carlos Sainz (ESP) Laia Sanz (ESP)	Acciona Sainz XE Team	13m36.105s
4	Cristina Gutierrez (ESP) Sebastien Loeb (FRA)	X44	13m41.153s
5	Johan Kristoffersson (SWE) Molly Taylor (AUS)	Rosberg X Racing	14m14.244s

SEMI-FINAL 1

POS	DRIVERS	TEAM	TIME
1	Gutierrez (ESP) Loeb (FRA)	X44	13m18.923s
2	Sainz (ESP) Sanz (ESP)	Acciona Sainz XE Team	13m19.652s
3	Emma Gilmour (NZL) Stephane Sarrazin (FRA)	Veloce Racing	13m22.098s

Top two finishers move into the Desert X-Prix Final

SEMI-FINAL 2

POS	DRIVERS	TEAM	TIME
1	T Hansen (SWE) Munnings (GBR)	Andretti United Extreme E	13m24.577s
2	Kristoffersson (SWE) Taylor (AUS)	Rosberg X Racing	13m35.767s
3	Mattias Ekstrom (SWE) Jutta Kleinschmidt (DEU)	Abt Cupra XE	14m18.743s

First place finisher for the 'Crazy Race' (shootout) earns a spot in the Desert X-Prix Final

SHOOTOUT

POS	DRIVERS	TEAM	TIME
1	K Hansen (SWE) Ahlin-Kottulinsky (SWE)	JBXE	13m42.608s
2	Oliver Bennett (GBR) Christine Giampaoli Zonca (ITA)	Xite Energy Team	12m55.517s
3	Sara Price (USA) Kyle LeDuc (USA)	Segi TV Chip Ganassi Racing	4m42.482s

Decides the final points positions.

QUALIFYING 1 1 Gutierrez/Loeb 13m45.235s; 2 Ekstrom/Kleinschmidt 13m48.947s; 3 Price/LeDuc 13m51.631s; 4 Gilmour/Sarrazin 14m19.436s; 5 Bennett/Zonca 14m36.977s; 6 Sainz/Sanz 14m40.880s; 7 T Hansen/Munnings 15m15.185s; 8 Kristoffersson/Taylor 15m29.638s; 9 K Hansen/Ahlin-Kottulinsky 8m21.531s

QUALIFYING 2 1 Kristoffersson/Taylor 14m26.647s; 2 Gutierrez/Loeb 14m37.598s; 3 T Hansen/Munnings 14m41.564s; 4 K Hansen/Ahlin-Kottulinsky 14m42.102s; 5 Sainz/Sanz 14m57.024s; 6 Gilmour/Sarrazin 16m22.810s; 7 Ekstrom/Kleinschmidt 6m30.962s; 8 Bennett/Zonca-car shutdown; 9 Price/LeDuc-suspension

CHAMPIONSHIP 1 Taylor/Kristoffersson 93; 2 Gutierrez/Loeb 84; 3 T Hansen/Munnings 71; 4 Ahlin-Kottulinsky 68; 5 Sanz/Sainz 61; 6 Ekstrom 54; 7 K Hansen 51; 8 Sarrazin 49; 9 Bennett/Zonca 47; 10 Kleinschmidt 41.

NEXT RACE

ISLAND X-PRIX (Sardinia) 28 OCTOBER ISSUE

Can Rosberg X Racing hold on to its standings lead or will Lewis Hamilton's X44 squad finally snare a long overdue maiden victory on the Italian island?



Doohan double reignites the F3 title battle

FIA FORMULA 3
SPA (BEL)
28-29 AUGUST
ROUND 5/7

When it rains at Spa, it pours, as FIA Formula 3 discovered last weekend. But, unlike Formula 1, at least the youngsters got in three races in dire weather conditions. Jack Doohan seemed little affected by the disruptions, scoring his first pole in the series before taking two consecutive race wins.

Trident driver Doohan's Belgian successes mean he has reignited the championship battle, and closed from 63 to 25 points adrift of leader Dennis Hauger. The Australian was embroiled in a fierce battle with Victor Martins (MP Motorsport), who took second place for his fourth podium of the year, during the feature race. Martins pursued Doohan from the safety car start in the wet, and made a dramatic move to pass Doohan

into Pouhon on lap five, but he was ordered to give the place back due to running all four wheels over track limits while overtaking, a call the Frenchman branded "frustrating".

Despite several more attempts to pass from Martins, Doohan clung onto the lead to take his second victory of the weekend after what he said was a "difficult" race in which he didn't have the pace he would have liked. He added that he "did the best I could do with what I had".

ART Grand Prix's Alexander Smolyar ran third all race, while Martins's team-mate Caio Collet claimed fourth after a battle with Clement Novalak (Trident). ART's Frederik Vesti took sixth from Logan Sargeant with three laps remaining. Hauger, meanwhile, was part of a Prema Racing squad that struggled on a slippery track in qualifying, and was caught out by a late red flag. The Norwegian qualified 14th, but made good progress to finish eighth.

Doohan's effort in topping qualifying lined him up 12th for the first sprint race,

and that's where he finished. That wet race was conquered by Lorenzo Colombo in a storming maiden victory. In doing so, the Campos Racing F3 rookie avenged his heartbreak from the previous round at the Hungaroring, where he won the corresponding race but was penalised down to seventh. This time, he put that right by finishing over 13 seconds ahead.

Jak Crawford, at the age of 16 years and three months, took second to become the youngest ever F3 podium finisher, with Hitech team-mate Roman Stanek third.

Collet and Martins made minor contact while battling Sargeant on lap three but escaped without damage, with Smolyar also dropping back. Collet gained three places on lap 13 when he took advantage of a battle between Johnathan Hoggard and David Schumacher to pass the German and Vesti by going off track at Raidillon, before sweeping around the outside of Hoggard at Les Combes. Vesti then passed Collet for fourth, and the Brazilian was demoted to ninth by a 5s penalty for his Raidillon misdemeanour.

Doohan's first victory of the weekend came after leading all the way from pole in the second sprint race, with Trident team-mate Schumacher second and Charouz Racing System racer Sargeant moving up two places on the opening lap to claim third.

A safety car at two thirds distance robbed Doohan of a 4.7s lead, and the race had only just restarted when Amaury Cordeel lost it at the top of Raidillon and was struck by Calan Williams. Neither driver was injured, but it meant there would be no more racing laps.

MEGAN WHITE



Kimilainen on top after huge Friday pile-up

W SERIES
SPA (BEL)
28 AUGUST
ROUND 5/8

With the W Series weekend at Spa marred by a horrific high-speed six-car smash in qualifying, you could be forgiven for forgetting the action in the race itself. Emma Kimilainen took her second series win on a drenched track, sweeping past championship leader Jamie Chadwick to take her first victory since the Assen 2019 round by over eight seconds.

But it was Friday's dramatic Eau Rouge collision that will remain in the mind. The crash left Ayla Agren and Beitske Visser in hospital, with the remaining four drivers – Sarah Moore, Abbie Eaton, Belen Garcia and Fabienne Wohlwend – visibly shaken after the onset of rain prompted the accident.

Moore was first to fly backwards into the barriers, with Eaton following suit. Visser then smashed rear-end first into the stricken car of Eaton, and Agren slid side on into Moore. Garcia then speared through the wreckage as Visser went airborne. Wohlwend was last on the scene, piling into the strewn cars and sending Visser scudding upside down across the track. Thanks to the safety of the Tatuus Regional F3 chassis, all the drivers were safe and well, with Agren and Visser both discharged injury-free.

Once the session resumed, Chadwick took pole position by over 0.7 seconds from main title rival Alice Powell on the dry track. But come Saturday afternoon, 16 drivers – not including non-starters Agren and Visser – took tentatively to a soaked circuit for the race, which was delayed by an hour before starting behind the safety car.

Once the action began, there were eight laps of racing. Chadwick gained a few car lengths on Powell, while Caitlin Wood, Kimilainen and Marta Garcia went three



Spa in the wet held no fears for car-control queen Kimilainen

wide up the Kemmel Straight behind them. Kimilainen moved into third at Turn 9 as Wood and Garcia continued to tussle, racing wheel to wheel and almost making contact.

Chadwick opened up a 2.6s lead on Powell in the first lap of green-flag racing, and the gap was little changed the following time around. On the next tour, Powell, who said she had “no grip whatsoever”, was caught by Kimilainen, who soon swept past.

The 32-year-old Finnish ex-Formula Palmer Audi ace was 4.3s ahead of Chadwick at the end of that lap, but sliced 3s out of the Briton's advantage on the following tour. With three and a half laps to go, she was into the lead when she made a late-braking move to squeeze around the outside at Turn 9.

With two laps to go, Garcia took third from Powell to claim her first podium of the season, with Wood fifth and Jess Hawkins heading home the fight for sixth.

“This is such an amazing feeling! I had a really good car and I have to thank my engineer, driver coach and mechanic for getting everything spot on today,” said Kimilainen. “The Ecurie W team is rocking and this track is just amazing – it's great to be here and race in front of this lovely crowd.

“More wins are what I'm aiming for in the remainder of the season. It hasn't been the easiest start to the year for me, but anything can happen from here and I'm still aiming for the title, that's for sure. If you want to win, get the Finn!”

MEGAN WHITE



WEEKEND WINNERS

FIA FORMULA 3
SPA (BEL)

Race 1 Lorenzo Colombo
Campos Racing

Race 2 Jack Doohan
Trident

Race 3 Jack Doohan (below)
Trident

W SERIES

SPA (BEL)

Emma Kimilainen
Ecurie W



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Vanthoor and Weerts crowned amid drama

**GT WORLD CHALLENGE EUROPE
SPRINT CUP
BRANDS HATCH (GBR)
29 AUGUST
ROUND 4/5**

Dries Vanthoor and Charles Weerts retained their GT World Challenge Europe Sprint Cup title at Brands Hatch with one weekend to go thanks to a win and a second place. Yet the WRT Audi duo were the beneficiaries of two slices of misfortune for their nearest rivals heading into the British rounds of the series on Sunday. On another day, Raffaele Marciello and Timur Boguslavskiy might have made a major dent in the points leaders' advantage.

The Auto Sport Promotion Mercedes-AMG GT3 shared by Marciello and Boguslavskiy, who had each snared pole in their respective qualifying sessions, was ahead at the chequered flag in the first of the two races on the Grand Prix circuit, only to lose the win in the stewards' room. Little more than three hours later, the Merc was within half a lap of victory when it sat down on its right-front corner and trundled home in sixth.

The race-one incident that resulted in Marciello receiving a 40-second penalty was the big moment of the Brands weekend. The Italian was battling with Ollie Wilkinson in the Jota McLaren 720S GT3 aboard which Ben Barnicoat had sped into a 20s lead over the first half of the one-hour race. Contact was made at Dingle Dell as they lapped Giorgio Roda in the Tempesta Ferrari with under five minutes left on the clock.



The McLaren turned sharp left into the barriers and was launched over them, the car coming to rest on the bank above. Wilkinson was unhurt and climbed out of the wreck unaided. He reckoned he had a fighting chance of holding onto a position that his team-mate had taken with an around-the-outside move on Boguslavskiy at Hawthorns on lap one. Marciello was quicker, but had already spent six laps on the McLaren's tail without finding a way past.

The race finished under yellows, Marciello crossing the line with Vanthoor's Audi R8 LMS GT3 right behind. But the stewards

decided Marciello was at fault for the incident, handing him a 5s stop/go that was transmuted into a time penalty that demoted the car to 17th. It was a contentious decision and one with which ASP didn't agree.

Marciello had got a run around the outside of Wilkinson at Westfield when the Ferrari baulked the McLaren. The Italian was still halfway alongside coming out of the corner and moved right as Roda, for reasons unknown, backed off. The Merc was sandwiched between the McLaren and Ferrari, the third of three minor taps on the rear of the leader's car sending it into the



ASP Mercedes caught the attention of the stewards for its debatable role in Wilkinson's shunt



Stolz and Engel bagged the spoils in race two



Vanthoor (left) and Weerts won the Sprint Cup title with a round to spare



Pereira holds off team-mate Guven

Lechner wins 300th special

PORSCHE SUPERCUP
SPA (BEL)
29 AUGUST
ROUND 5/8

It seemed fitting that the ubersuccessful Lechner Racing team should snare a 1-2 on the occasion that the Porsche Supercup celebrated its 300th championship race at Spa last weekend, although Ayhancan Guven and his victorious team-mate Dylan Pereira made the crew sweat as they rubbed shoulders through a sodden Eau Rouge.

The anniversary encounter was an uncharacteristic but welcome thriller for the one-make category, thanks in part to the treacherous surface that paved the way for passing lap after lap.

Points leader Larry ten Voorde snared pole for Team GP Elite in a session when drivers could only realistically complete one flying run in the spray that made

conditions "almost undrivable". The Dutchman took the start well, but Pereira attempted a move around the outside into La Source to create a drag race up the hill to Raidillon. Neither would back out of the battle as they ascended, then ten Voorde understeered into the side of Pereira and spun out of contention. He was lucky not to be collected by the passing field and admitted he had been overzealous.

A first-lap safety car allowed Guven to climb to second and he battled his stablemate at the restart, dipping two wheels on the grass on the approach to La Source as neither wanted to yield. Guven held the inside line to tee up another sprint to the top of the hill, but he thought better of it and Pereira swept through to take a lead he would not relinquish. The eventual spoils came by 1.138s in a contest that ended behind the last of three safety cars. Laurin Heinrich completed the podium for Nebulus Racing.

barriers. ASP team manager Guillaume Andrieux called it a "racing incident". He suggested the size of the accident that followed influenced the stewards' decision.

Vanthoor and Weerts inherited the win and went into the second race needing only fourth to seal the title. Vanthoor ran third to the pitstops behind Marciello and Maro Engel's Toksport Mercedes. Weerts held the position, edging towards the lead battle between Boguslavskiy and Luca Stolz over the final laps.

Stolz, who'd ended up second together with Engel in race one, had been right with the leader for the final 20 minutes, but had never looked like finding a way past on a circuit where overtaking is notoriously difficult. But Boguslavskiy slowed on the approach to Hawthorns, Stolz moving ahead to take a first overall victory for Toksport in its maiden season in the pro class.

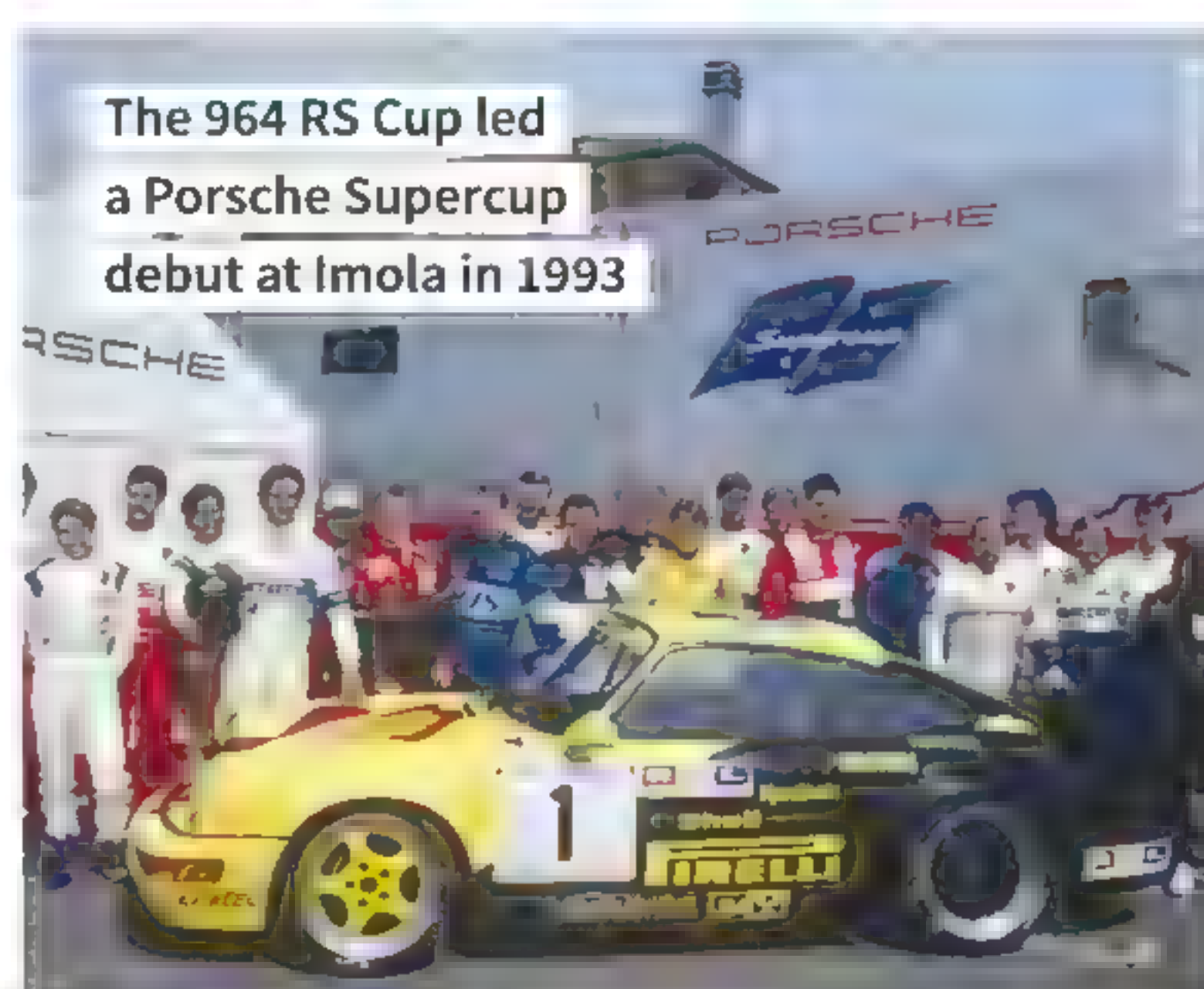
Boguslavskiy went off at Stirlings and, as he crossed the line, the front-right wheel parted company with the car. The rim had been machined in two by the brake disc, leading ASP to the conclusion that the wheel had come loose, probably as a result of being incorrectly fastened at the pitstop.

Vanthoor and Weerts had arrived at Brands in damage-limitation mode in the knowledge that the circuit usually favours the torquey Merc. "We were thinking about the championship, but not that we could win it here," said Weerts. "It's great to get it done and now we can go to Valencia for the final races a bit more chilled out."

GARY WATKINS



Pereira celebrates Spa victory



The 964 RS Cup led a Porsche Supercup debut at Imola in 1993

WEEKEND WINNERS

GT WORLD CHALLENGE EUROPE
SPRINT CUP

BRANDS HATCH (GBR)

Race 1 Charles Weerts/Dries Vanthoor
Team WRT (Audi R8 LMS GT3)

Race 2 Luca Stolz/Maro Engel
Toksport WRT (Mercedes-AMG GT3)

PORSCHE SUPERCUP

SPA (BEL)

Dylan Pereira
Lechner Racing

EUROPEAN RALLY CHAMPIONSHIP

ZLIN (CZE)

Jan Kopecky/Jan Hlous
Agrotec (Skoda Fabia Rally2 Evo)

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Blaney misses wreck to score Daytona win

NASCAR CUP
DAYTONA (USA)
28 AUGUST
ROUND 26/36

Thanks to two consecutive victories, Ryan Blaney is now a top contender for the 2021 NASCAR Cup championship title.

The Team Penske Ford racer survived a shove into the lead at the start of overtime in last Saturday night's finale to the regular season at Daytona. While trying to fend off a charge from Chris Buescher, Blaney was assured of the spoils when a six-car wreck at Turn 3 on the final lap forced the race to end under caution.

Blaney, who won last time out at Michigan, will enter the playoffs as the second seed behind regular-season points-topper Kyle Larson, who was one of the last-lap casualties. "What a couple of cool weeks, that's for sure," said Blaney. "Maybe we're on a roll right now. Hopefully,



we keep it up. Momentum is what everything is all about. Confidence is key and we came into this weekend very confident after last week."

Buescher finished second in his Roush Fenway Ford, Bubba Wallace was third, Ryan Newman fourth and Ryan Preece completed the top five. Tyler Reddick, who finished sixth in a damaged car, claimed the final

spot in the 16-driver field for the playoffs, starting this weekend at Darlington.

Joining Blaney, Larson and Reddick in the field are Denny Hamlin, Chase Elliott, Kyle Busch, William Byron, Martin Truex Jr, Joey Logano, Kevin Harvick, Brad Keselowski, Alex Bowman, Kurt Busch, Christopher Bell, Michael McDowell and Aric Almirola.

JIM UTTER

Third win takes Nojiri ever closer to his coronation

SUPER FORMULA
MOTEGI (JPN)
29 AUGUST
ROUND 5/7

Tomoki Nojiri took another step towards Super Formula title glory with a dominant third win of the season at Motegi. The Team Mugen driver was peerless around a track where he had never finished on the podium. He topped Saturday practice and every segment of qualifying before stamping his authority on the race.

After making a clean getaway from



pole, Nojiri fended off an early challenge from Yuhi Sekiguchi's Impul car and held the advantage after making his mandatory pitstop on lap 11 of 35, a lap later than Sekiguchi.

Ryo Hirakawa, winner of the previous two Motegi races, briefly looked as though he could challenge Nojiri when he opted to leave his stop until lap 26, but he couldn't pull enough of a lead in clear air. Hirakawa filtered back in behind not only Impul team-mate Sekiguchi but also B-Max Racing's Nobuharu Matsushita, who held on to secure the final podium spot for the second time in three races.

Nojiri's nearest title rival, Toshiki Oyu (Nakajima Racing), could only manage sixth place behind Sena Sakaguchi (Inging), and now sits 38 points behind the runaway leader with 46 on offer from the season's remaining two rounds.

Sugo race winner Nirei Fukuzumi's title hopes were all but extinguished when he was tipped into a spin on the opening lap by Kenta Yamashita.

JAMIE KLEIN

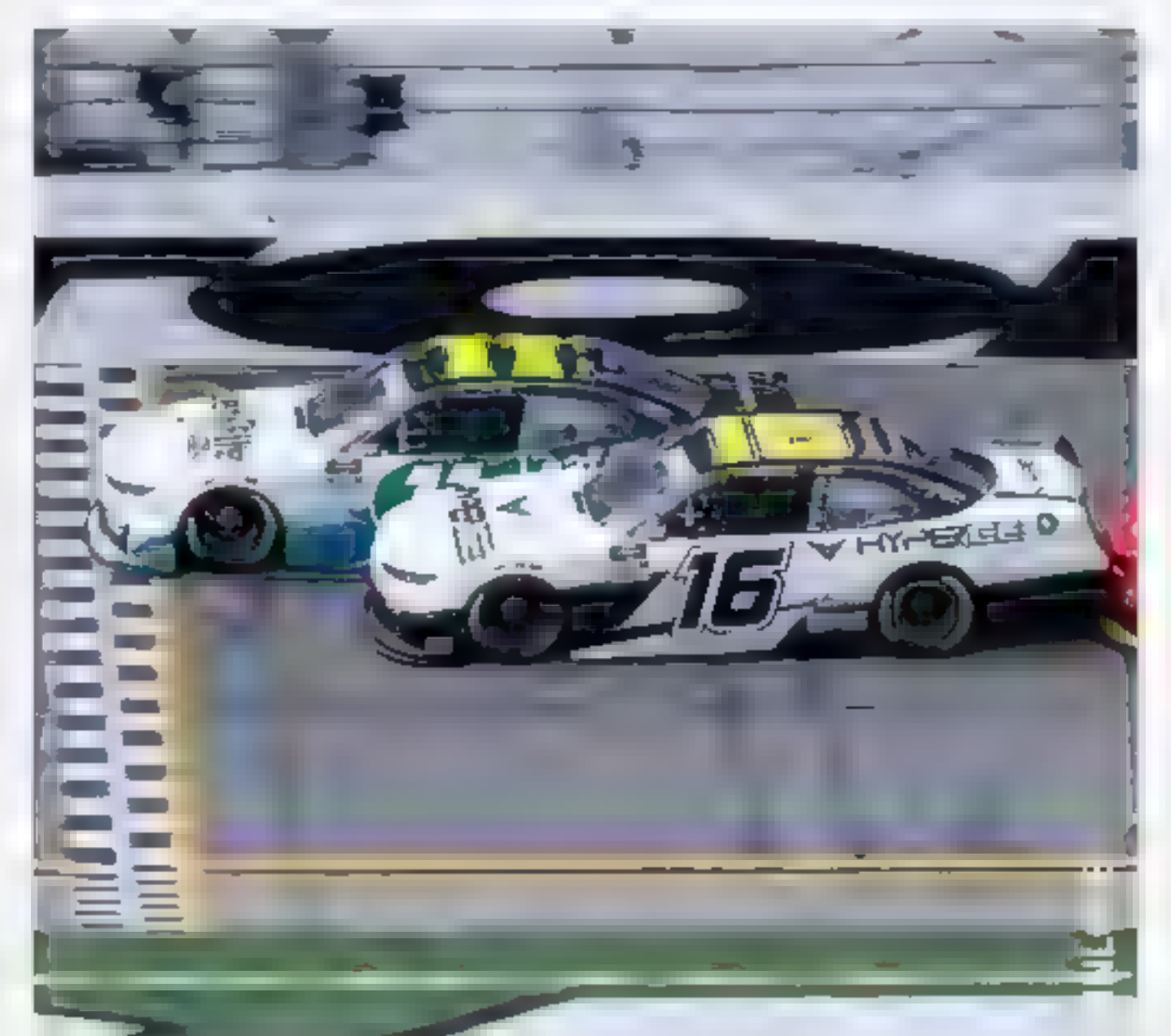
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WEEKEND WINNERS

NASCAR CUP
DAYTONA (USA)
 Ryan Blaney
 Team Penske (Ford Mustang)

NASCAR XFINITY SERIES
DAYTONA (USA)
 Justin Haley (below)
 Kaulig Racing (Chevrolet Camaro)

SUPER FORMULA
MOTEGI (JPN)
 Tomoki Nojiri
 Team Mugen (Dallara-Honda)



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Quartararo shows his class

MOTOGP
SILVERSTONE (GBR)
29 AUGUST
ROUND 12/19

When he first joined the grand prix world championship, Fabio Quartararo was touted very much as 'the next Marc Marquez'. While his early career trajectory may not have taken him to the stellar heights Marquez achieved before entering MotoGP, Quartararo is beginning to truly fulfil that prophecy in 2021.

This season has been ultra-competitive, seven different riders taking to the top step of the podium so far, but Quartararo has all season been the class of the field on his Yamaha. Winning on five occasions – the fifth coming at Silverstone's British GP last

weekend in dominant fashion – he's been dealing hammerblows when the bike allows, while ensuring he's come away from harder weekends with a good offering of points.

And as he takes a commanding 65-point lead in the standings with (provisionally) just six races to go (and 25 for a win), Quartararo says he is shunning thoughts of the championship because he's having too much fun fighting for victory. Even arriving at Silverstone, his approach was to turn up, see what was possible in practice and take it from there. It's a tactic Marquez has employed to devastating effect.

The fast, sweeping nature of Silverstone is tailor-made for the Yamaha. And in Quartararo's hands, there was little doubt after practice who the favourite for victory was. But many riders were predicting the

race to be one where he who preserved his tyres best would prevail. Even Yamaha doubted that anyone could break away at the front of the pack.

Quartararo had other ideas. Honda's Pol Espargaro converted his "shocking" pole to the holeshot, while Ducati ace Francesco Bagnaia bravely outbraked Quartararo and the Aprilia of Aleix Espargaro into Stowe to briefly take second.

For the first four laps Espargaro Jr held the lead, while Quartararo worked his way past Bagnaia on lap three and Espargaro Sr on the following tour to be the one to give chase to the Honda in front.

On lap five Quartararo made his move for the lead, scything up the inside of Espargaro's Honda at the fast Farm left-hander. And it was here where the decisive break came. His lap time was half a second quicker than anyone else's, the clean air allowing him to run the natural lines of the Yamaha to demoralise his rivals. By lap seven his lead was already over a second and he would never be caught.

When you consider that his weekend began with a heavy crash in FP2 that left him limping about the paddock for the rest of the weekend, Quartararo really is looking bulletproof in 2021.

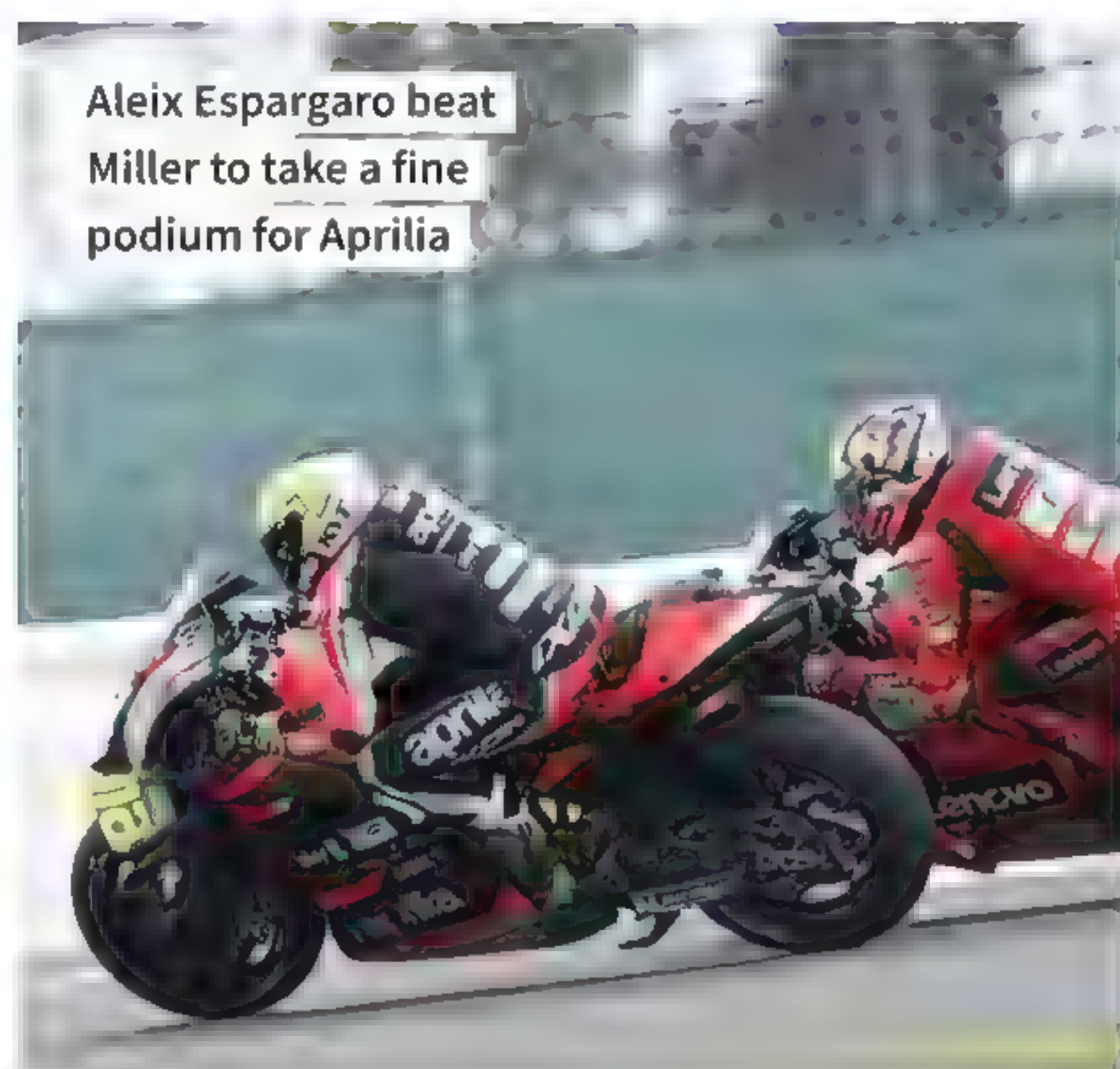
An early charge into the top six from 10th on the grid for Alex Rins on the Suzuki helped him to his first podium of the campaign in second. It wasn't quite the repeat of his 2019 Silverstone heroics, but the 'fear of falling' that had plagued



Pol Espargaro (44)
takes an early lead from
pole on his Honda



Fifth win has put Quartararo into a big lead



Aleix Espargaro beat Miller to take a fine podium for Aprilia

him in recent rounds has now gone.

The battle for third came down to a final-lap duel between Espargaro Sr and Ducati's Jack Miller. The Australian found a way through at Village, but Espargaro retaliated at the Loop and held off the Ducati to claim a historic first podium for Aprilia in the modern MotoGP era.

With Miller fourth, Pol Espargaro fifth on the Honda after his soft rear tyre dropped off big-time late on, and Brad Binder sixth on his KTM, it represented the first since 1972 that six manufacturers have finished in the top six of a premier class grand prix. And thanks to Aleix Espargaro, all six manufacturers in MotoGP are now officially podium contenders.

Front-tyre woes ended Joan Mir's hopes of a podium, dropping him to ninth. And that may well have ended the Suzuki rider's chances of successfully defending his crown, Mir admitting that the championship – though not yet over – is now virtually out of reach. The same must surely be said for 11th-placed Johann Zarco and 14th-placed Bagnaia, whose various issues have cast them 69 and 70 points respectively adrift.

Valentino Rossi's final UK appearance ended disappointingly in 18th as he too hit tyre troubles, while Marc Marquez was a lap-one casualty after he clattered into Pramac rookie Jorge Martin at Club Corner and took the pair of them out. Home heroes Cal Crutchlow (Yamaha) and debutant Jake Dixon (SRT) also finished pointless.

LEWIS DUNCAN

RESULTS ROUND 12/19, SILVERSTONE (GBR), 29 AUGUST (20 LAPS – 73.322 MILES)

POS	RIDER	TEAM	TIME
1	Fabio Quartararo (FRA)	Yamaha	40m20.579s
2	Alex Rins (ESP)	Suzuki	+2.663s
3	Aleix Espargaro (ESP)	Aprilia	+4.105s
4	Jack Miller (AUS)	Ducati	+4.254s
5	Pol Espargaro (ESP)	Honda	+8.462s
6	Brad Binder (ZAF)	KTM	+12.189s
7	Iker Lecuona (ESP)	Tech3KTM	+13.560s
8	Alex Marquez (ESP)	LCRHonda	+14.044s
9	Joan Mir (ESP)	Suzuki	+16.226s
10	Danilo Petrucci (ITA)	Tech3KTM	+16.287s
11	Johann Zarco (FRA)	PramacDucati	+16.339s
12	Enea Bastianini (ITA)	AvintiaDucati	+17.696s
13	Takaaki Nakagami (JPN)	LCRHonda	+18.285s
14	Francesco Bagnaia (ITA)	Ducati	+20.913s
15	Luca Marini (ITA)	AvintiaDucati	+21.018s
16	Miguel Oliveira (PRT)	KTM	+22.022s
17	Cal Crutchlow (GBR)	Yamaha	+23.232s
18	Valentino Rossi (ITA)	Petronas Yamaha SRT	+29.758s
19	Jake Dixon (GBR)	Petronas Yamaha SRT	+50.845s
R	Jorge Martin (ESP)	PramacDucati	1 lap-accident
R	Marc Marquez (ESP)	Honda	0 laps-accident
NS	Lorenzo Savadori (ITA)	Aprilia	injury

WEEKEND WINNERS

MOTO2

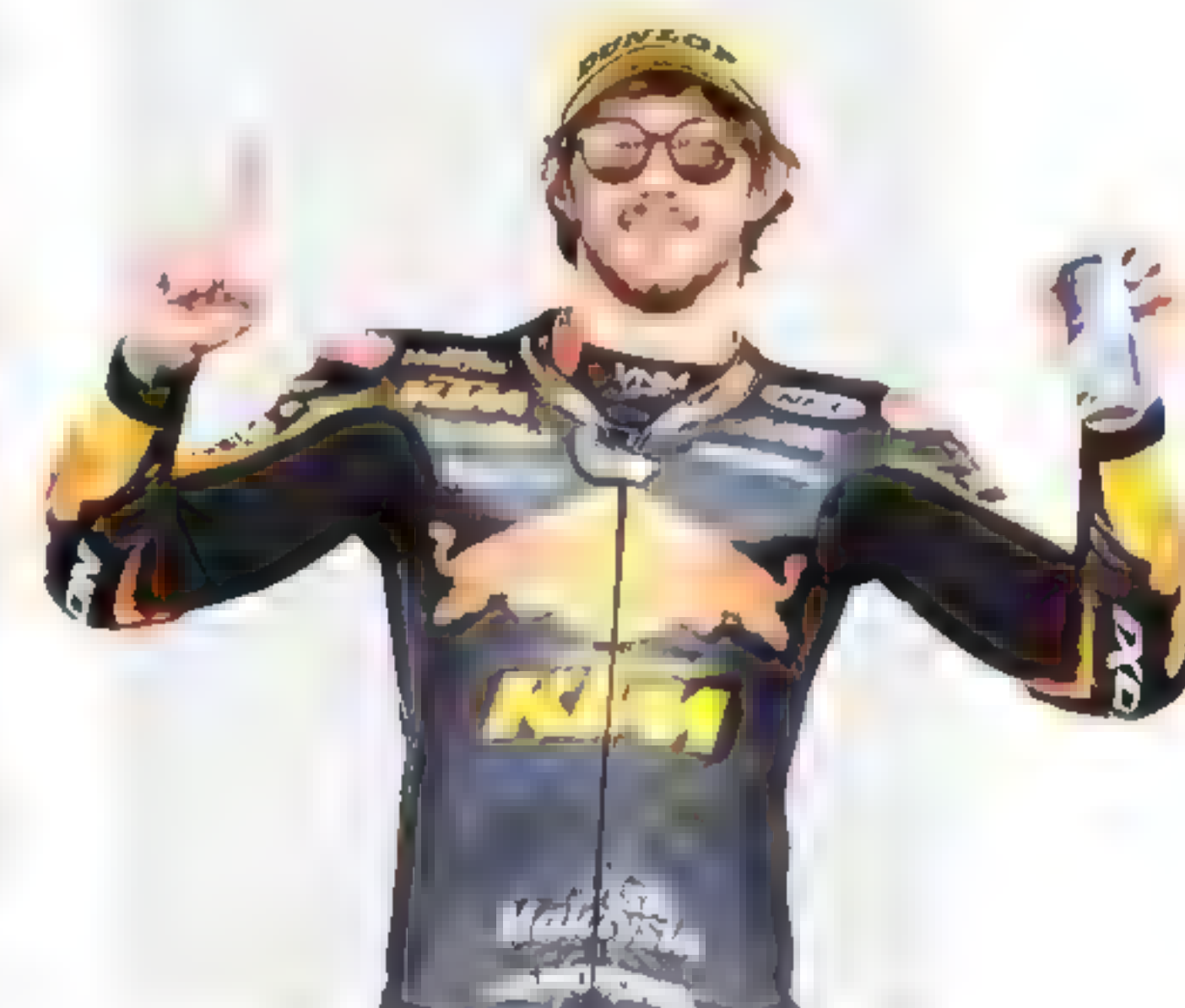
SILVERSTONE (GBR)

Remy Gardner (below)
Ajo Motorsport (Kalex)

MOTO 3

SILVERSTONE (GBR)

Romano Fenati
Max Racing Team
(Husqvarna)



Winner's average speed 109.047mph. **Fastest lap** Quartararo 2m00.098s, 109.892mph.

QUALIFYING 2 1 P Espargaro 1m58.889s; 2 Bagnaia 1m58.911s; 3 Quartararo 1m58.925s; 4 Martin 1m59.074s; 5 M Marquez 1m59.086s; 6 A Espargaro 1m59.273s; 7 Miller 1m59.368s; 8 Rossi 1m59.531s; 9 Zarco 1m59.579s; 10 Rins 1m59.639s; 11 Mir 1m59.763s; 12 Binder 1m59.977s.

QUALIFYING 1 Zarco 1m59.288s; Rins 1m59.509s; 13 Bastianini 1m59.553s; 14 Marini 1m59.764s; 15 Nakagami 1m59.881s; 16 Petrucci 1m59.997s; 17 A Marquez 2m00.117s; 18 Lecuona 2m00.131s; 19 Crutchlow 2m00.217s; 20 Oliveira 2m00.391s; 21 Dixon 2m00.869s.

RIDERS' CHAMPIONSHIP 1 Quartararo 206; 2 Mir 141; 3 Zarco 137; 4 Bagnaia 136; 5 Miller 118; 6 Binder 108; 7 Maverick Vinales 95; 8 Oliveira 85; 9 A Espargaro 83; 10 Martin 64; 11 Rins 64; 12 M Marquez 59; 13 Nakagami 58; 14 P Espargaro 52; 15 A Marquez 49; 16 Franco Morbidelli 40; 17 Petrucci 36; 18 Bastianini 35; 19 Lecuona 33; 20 Marini 28; 21 Rossi 28; 22 Stefan Bradl 11; 23 Dani Pedrosa 6; 24 Savadori 4; 25 Michele Pirro 3; 26 Tito Rabat 1; 27 Crutchlow 0; 28 Garrett Gerloff 0; 29 Dixon 0.

MANUFACTURERS' CHAMPIONSHIP 1 Yamaha 234; 2 Ducati 225; 3 KTM 162; 4 Suzuki 158; 5 Honda 115; 6 Aprilia 84.



Rossi bids farewell to his British MotoGP fans

NEXT REPORT

ARAGON GP 16 SEPTEMBER ISSUE

Can anyone stop Quartararo getting out of reach in the points chase as MotoGP heads back to Spain?



HAVING FUN IN THE NAME OF A GOOD CAUSE

Autosport joined a special charity karting event at Thruxton last week, helping to raise money for the Motor Neurone Disease Association

HAYDN COBB

PHOTOGRAPHY JEP

Motorsport stars came together for a Thruxton kart race last week to raise over £10,000 for Karting4MND – and Autosport joined the challenge. Organised by Racing4Charity, a fundraising programme founded by 2009 Le Mans 24 Hours winner David Brabham and his good friend Bill Williams, after a 10-year hiatus the team came back in style with a two-hour kart race mixing stars against allcomers and amateurs to raise money for the Motor Neurone Disease Association.

Big-name drivers Sam Bird, Will Stevens, Jake Hill and Rob and Ricky Collard joined Brabham on the grid, with the professionals split between the 18 teams taking part, and British Touring Car ace Hill agreeing to be Autosport's 'Platinum' driver for the race.

With Thruxton bathed in sunshine ahead of the BTCC round later that weekend, the adjacent kart track buzzed in preparation before poignant speeches by Brabham and Williams and his brother Gideon Williams, who is battling the cruel disease. Brabham's former Bentley team manager John Wickham, who was diagnosed with MND in May 2019, also sent a poignant message of support in a letter read out by the Australian.

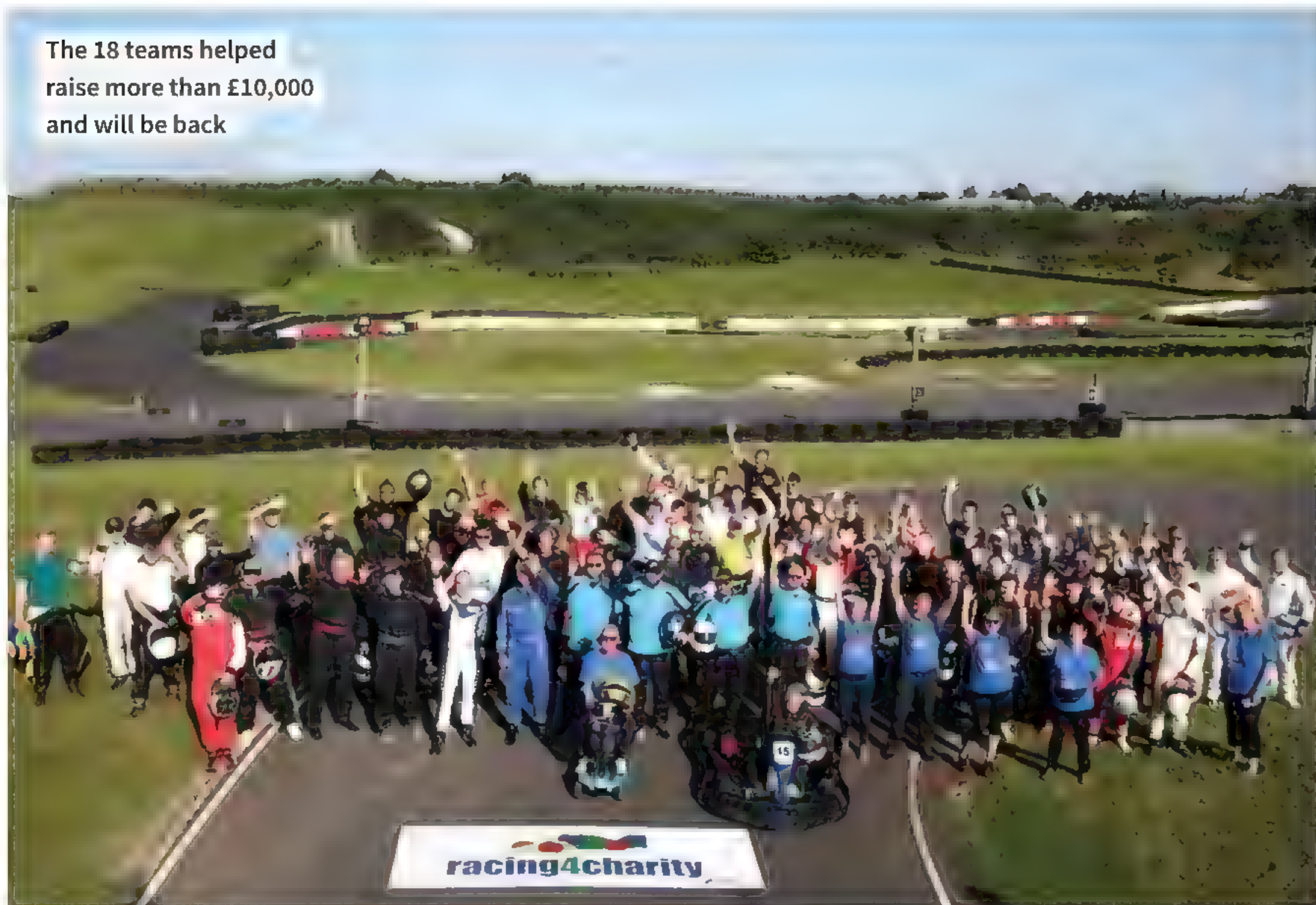
Gideon, a former mechanic for Richard Lloyd Racing and guest of honour at Karting4MND, provided both light relief and a reminder of the serious work of the day when he explained how he saw the funny side of the debilitating illness in one anecdote, where a soap bar slipped from his grasp in the shower and found its way "into his undercarriage" as he lost the strength to stand up.

As the true star of the day, Gideon was shown a surprise video message from 2016 Formula 1 world champion Nico Rosberg and was presented with a Mercedes F1 technical drawing signed by Rosberg, Lewis Hamilton, Andy Cowell and Paddy Lowe.

With formalities and administration completed, it was time for action, with qualifying practice to set the grid. After a lengthy red flag for barrier repairs following a nasty off, pole position was secured by Bennie and the Jets ahead of Kelly's Heroes, who had Bird in its driver line-up fresh from both the Formula E finale and the Le Mans 24 Hours, with Autosport pulling off a major shock in third thanks to Hill's late effort.

With chief editor Kevin Turner on team management duty, Hill became impromptu driver coach to his new Autosport

The 18 teams helped raise more than £10,000 and will be back



Gideon Williams provided trophy and enthusiasm



Turner, Mackley, Cobb, Hill, and Simmons enjoy podium before anyone notices...

"I'M INCREDIBLY GRATEFUL TO THE MOTORSPORT COMMUNITY FOR RACING TOGETHER FOR THIS EVENT"

team-mates from the editorial staff; Marcus Simmons, Stefan Mackley and your reporter, all while the quartet learned the circuit, conditions and kart for the first time.

Given the lofty grid position for Autosport and physical nature of Thruxton's kart track, Hill was also given the starting stint and recovered from some questionable grid behaviour to regain third place at the end of lap one, before getting by Road to Le Mans's Chris Dymond to take second place and pitting to hand over to Mackley.

After robust defending against three-time Walter Hayes Trophy winner Joey Foster in the Road to Le Mans kart, Mackley kept pace against more experienced rivals and, through strategy variations, Autosport even briefly led once when Foster pitted a lap before the end of Mackley's stint — a high point against quality competition.

I was the true 'Bronze' driver in the team on my kart endurance race debut, and took over for the third stint after we'd refuelled. Through gritted teeth and blistered hands, I kept Autosport inside the top eight at the halfway stage.

Grizzled veteran Simmons completed the fourth stint and stepped up Autosport's pace to maintain track position as the sun set over the Hampshire circuit. With Hill back in for his second and final go, the BTCC title fighter put in the team's quickest stint and a fastest lap of 1m01.981s to catch second-placed Bird on track.

Later that weekend on the main Thruxton track, Hill went on to secure second place in the first BTCC race, followed up by a pair of fourth-place finishes. We could say it was no doubt inspired by his Thursday exploits, but he did report aching ribs...

The final changeover installed Mackley in the Autosport kart and he went on to secure an honourable eighth-place finish. Polesitters Bennie and the Jets claimed victory driven by Ben Davis, Tylor Ballard, James Duncan and Paul Streather and became the first-ever winners of the Gideon Williams Trophy, and Streather picked up the Neil Cunningham Trophy for setting the fastest lap of the race at 1m00.880s — just over 0.3s off the track lap record.

While Autosport can take pride in its performance (and Mackley was less than 1s off Hill's laptime), the biggest reward was to help raise over £10,000 for the Motor Neurone Disease Association, which will fund research into a cure for the disease.

Brabham, who co-drove and managed the Project Brabham entry to 16th place, was thrilled with the outcome and is eager to make it an annual event once again. "The Racing4Charity team did an amazing job staging Karting4MND and I am so proud of what's been achieved," said Brabham. "I'm incredibly grateful to the motorsport community for racing together for this event. It was fantastic to see everyone having such a great time while making a huge difference for a great cause.

"The best thing of all was seeing the huge grin on Gideon's face starting the race. Same again next year?"

Racing4Charity is continuing to take donations. Either text MNDKART10 to 70085 to donate £10, or visit racing4charity.co.uk



Hill battled up to second during frantic first stint for Autosport



...and the top three teams celebrate their actual podium result

AUTOSPORT

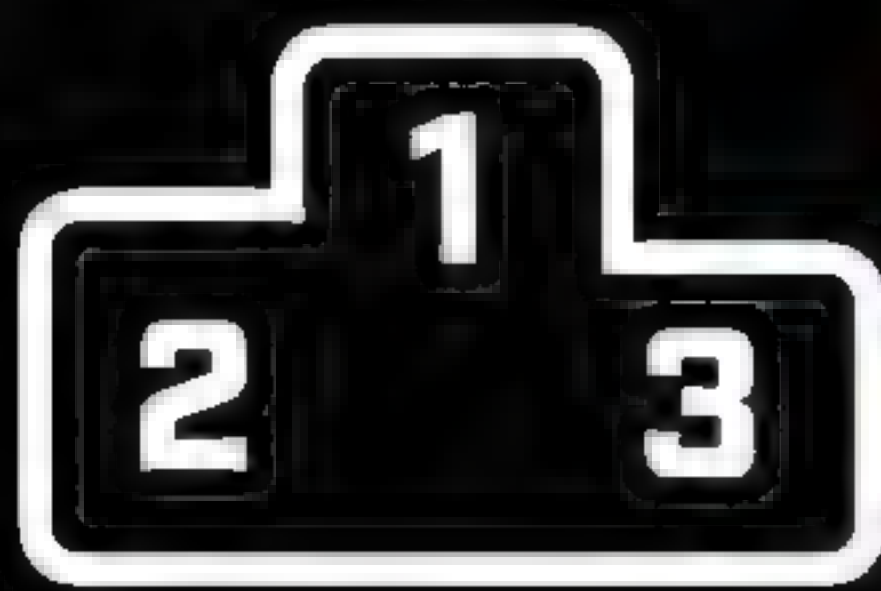
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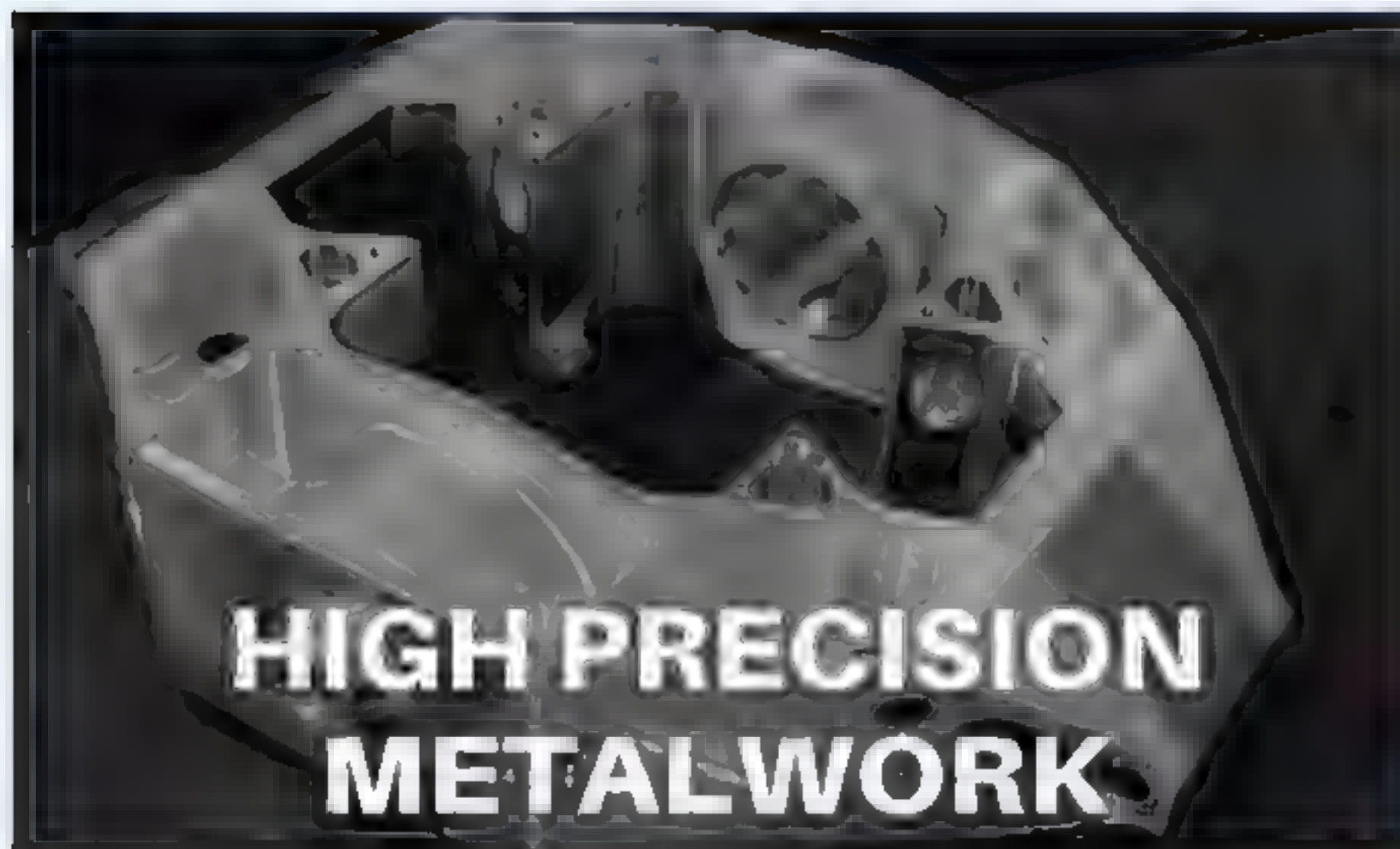
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- The ability to consistently work to the highest standards with an exceptional attitude towards attention to detail.
- You should be comfortable discussing engineering solutions and requirements and demonstrate basic computer skills.
- Basic fabrication and machining skills.
- A sympathetic approach to your work colleagues and an ability to integrate within a group environment.
- A can do positive approach and a willingness to help others is essential.
- Communication, ability to work under pressure, self-motivation, time management, conflict resolution, adaptability, willingness to learn, etc.
- Capable of working in a team environment to a very high standard and a positive work attitude.
- Knowledge of the correct method to use tools and equipment

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- At least 2 years professional experience in motor sport desirable
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- A sympathetic approach to your work colleagues and an ability to integrate within a group environment
- Driving licence class B (CE preferred)
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- German language would be beneficial

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- Ability to travel within the UK and Internationally

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- Industry recognised certifications in relevant subject category
- Azure Certifications
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- Experience with Virtualisation and working in a hybrid environment.
- Experience with CRM solutions - Salesforce and MS Dynamics 365
- EU Driving Licence

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- Previous experience in manufacturing high precision components, pattern work and tooling, preferably in a motorsport (especially F1) or aerospace would be beneficial
- Good communication skills - uses accurate and clear communication and demonstrates when information is understood

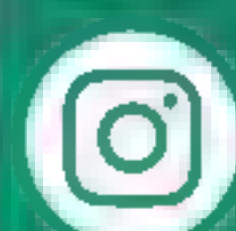
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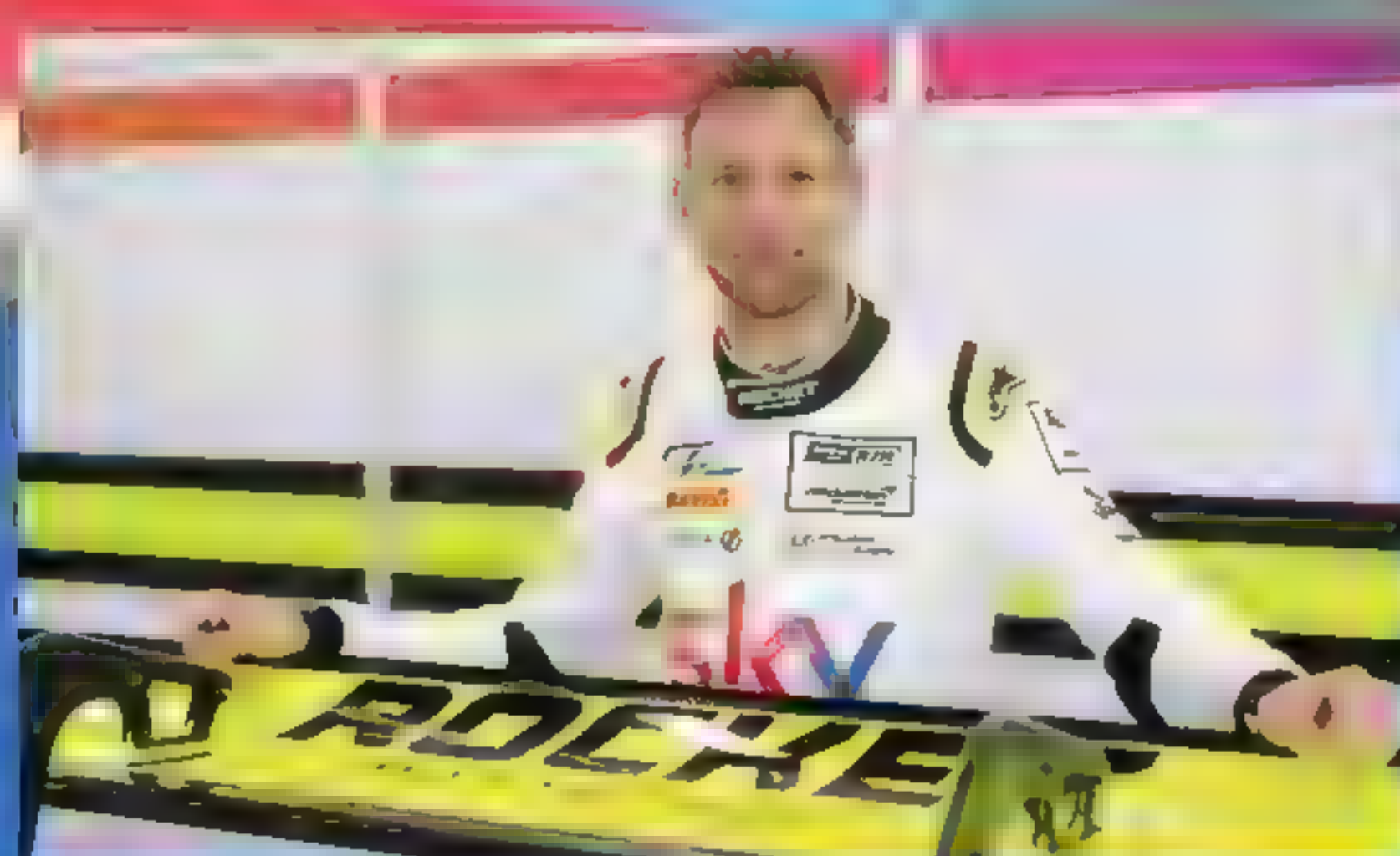
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Button will race Jaguar
E-type in Stirling Moss
Trophy at Goodwood

BUTTON TO MAKE HISTORIC DEBUT

GOODWOOD REVIVAL

Formula 1 world champion Jenson Button is due to make his historic racing debut at this year's Goodwood Revival, driving a Jaguar E-type and AC Cobra.

Since retiring from full-time F1 at the end of 2016, Button has competed in a wide variety of categories, including winning the 2018 Super GT title alongside Naoki Yamamoto in a Honda NSX, racing in the Le Mans 24 Hours in an SMP Racing BR Engineering BR1 and setting up and driving for his own team in Extreme E.

But Button's latest racing foray will take him into the historic arena for the first time, having previously planned to

appear at Goodwood in 2018. This year he is due to share two cars with long-time friend and endurance racer Alex Buncombe at the event over the 17-19 September.

The duo will tackle the Stirling Moss Trophy for early 1960s GT cars in the E-type run by RJN Motorsport – the experienced GT squad headed up by Bob Neville that Button entered into a partnership with to field cars in British GT under the Jenson Team Rocket RJN banner.

After that race, held at dusk on Friday evening, Button and Buncombe are also slated to share a 1963 AC Cobra in the flagship one-hour Royal Automobile Club TT Celebration on Sunday afternoon.

The car was originally a factory prepared

machine for the Shelby American squad but is now prepped and run by DK Engineering.

"I'm looking forward to my first appearance at the Goodwood Revival – the first time for me racing any form of historic car," said Button. "It will be a learning experience all-round and I'm excited to be driving two very cool, iconic historic cars."

"I'm excited to share the cars with my long-time buddy Alex. His exploits in historics are well-known so I feel the pressure's on me to do a good job alongside him!"

The Goodwood Revival is set to return this year after a year's absence in 2020 due to the coronavirus pandemic.

STEPHEN LICKORISH

Ex-Schenken Motul hits the track again

HISTORICS

The Motul M1 raced in period by Australian Tim Schenken returned to the track at the Oulton Park Gold Cup in the hands of Steve Worrad, in what was believed to be the car's first racing appearance since 1978.

Worrad ran the 1973 Formula 2 car in Formula

Atlantic specification with a BDA engine. "It was a barn find in America," said Worrad, who has taken two years and around 1000 hours to rebuild it. It is finished in the colours of Tom Pryce, who raced both F2 and Atlantic versions of the Ray Jessop-designed single-seater.

"It's one of eight cars built originally and it was all there



Motul M1 appeared at
Oulton in Worrad's hands

when it arrived," said Worrad, who also has an ex-Henri Pescarolo Motul under rebuild in F2 trim. "The only difference between the F2 and Atlantic versions is the type of engine."

After a couple of slow laps at Anglesey earlier in August, Worrad only managed a handful at Oulton before 'new car' teething issues sidelined the project.

PAUL LAWRENCE



Harvey grabs podium on Porsche one-make return

PORSCHE SPRINT CHALLENGE GB

Two-time Carrera Cup GB champion Tim Harvey scored a podium on his return to Porsche one-make competition for the first time in a decade at Thruxton last weekend – and is now targeting more outings.

The 1992 British Touring Car title winner has predominantly raced historic machinery since his final Carrera Cup season in 2011 – including finishing as Classic Formula Ford runner-up two years ago – but made his return to a modern Porsche in the Sprint Challenge GB as a guest driver.

Harvey admitted to making a “rubbish start” in the opener, in which he went on to finish sixth in his Team Parker Racing-run 718 Cayman GT4 Clubsport, before

taking third place in race two.

“The whole thing took me by surprise from start to finish,” said Harvey. “I only got the call on Tuesday from Porsche asking if I wanted to do it and of course I said yes! I thought I was just going to go along, have a race and enjoy it. I was completely unprepared for the amount of public interest and enthusiasm for my return! That added some expectation and pressure, and all my family and friends were tuning in.

“The next surprise was just how nice the car was to drive. The cars are fantastic and good to race for both Pros and novices – I was impressed by how wide the operating window is.”

Harvey had targeted a podium finish and was delighted to be able to achieve this

on a “special weekend”. “It was fantastic, you get out the car and Alan Hyde [TOCA interviewer] is there with a big smile and Louise Goodman [ITV interviewer] with a big smile,” he said. “I genuinely had a lump in my throat and was quite emotional. The TOCA package has been my life for so long – whether that’s racing or working – so to experience that elation of doing well in a race was a real pleasure.”

Harvey originally planned to compete in the category last year before the coronavirus pandemic struck and a sponsor pulled out. His experience last weekend has now made him hungry to return next year. “It has lit the fuse again and reignited my passion for it,” he said.

STEPHEN LICKORISH

Edgar loses appeal over race ban

GINETTA JUNIOR

Ginetta Junior frontrunner Tom Edgar has failed in his appeal to overturn a three-month ban and has therefore been forced onto the sidelines for the remainder of the season.

The R Racing driver took two wins in the early stages of the campaign before accruing a 12th point on his

licence within the past year at Oulton Park at the start of last month. This triggered an automatic three-month ban, and he had to miss the Knockhill event while waiting for the appeal to be heard by the National Court.

It was argued that Edgar would be better served to learn from his mistakes on track rather than by being banned, but that

proved unsuccessful.

In his report, chairman of the panel Mark Heywood said: “The Court is sympathetic to Mr Edgar’s aspirations. We accept that the present suspension will cause hardship, however, the Court is not persuaded that the hardship in his case can be characterised as ‘exceptional’. Consequently, the appeal is dismissed.”

R Racing driver Edgar was a title contender before three-month ban



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IN THE HEADLINES

AN EVENING WITH TURNER

The British Racing & Sports Car Club will livestream an online 'An Evening with Darren Turner' event on its Facebook and YouTube pages next Thursday (9 September). Run in association with club partner runyourfleet and the Greater Birmingham Chambers of Commerce, sportscar ace Turner will be interviewed about his long career by David Addison.

PINDER'S FIESTA TROUBLE

Fiesta title contender Luke Pinder had a weekend to forget at Cadwell Park when a turbo issue left him down on power. After struggling to 10th and fifth in the first two races, Pinder led race three, but an early red flag caused the result to be declared null and void. "After the weekend we've had, it's just the icing on the cake," said Pinder after missing out on victory. "The diverter valve failed, so the car had no boost whatsoever."

SCOTTISH FF1600 TROPHY

Scottish Formula Ford drivers will be able to compete for a 'Top Scot' Trophy as part of the National FF1600 races at Oulton Park on 11-12 September. The new award comes because the planned races at Cadwell Park for Scottish FF1600 as part of the Scottish Motor Racing Club's away round on the same weekend failed to gather enough interest.

NEW CADWELL PARK RECORD

A week after missing out on winning the Division 1 Superkart '0' plate, Sam Moss (below) was on fine form at Cadwell Park for the finale of the British Superkart Championships, including setting a new outright lap record. He posted a 1m21.036s (97.15mph) time en route to winning the second race, beating the previous benchmark by a tenth. He added another win in the finale, as Ross Allen took the title. Meanwhile, F250 National honours went to Lee Plain, and Tom Riley wrapped up the F125 Open class.



British F4 title contender Hedley swaps Fortec for Carlin

BRITISH FORMULA 4

British Formula 4 title contender James Hedley has switched teams to Carlin, and viewed last weekend's Thruxton round as the start of a new campaign.

Hedley was the early-season pacesetter with Fortec Motorsport, taking four wins and two other podiums over the opening four events, before a miserable Knockhill meeting yielded a solitary point and dropped him to second in the standings.

The 2019 Ginetta Junior champion felt he needed a "fresh start" and made the move to Carlin, which had a seat available after Roman Bilinski called time on his F4 racing to concentrate on his switch to GB3.

But Hedley's first weekend in blue was not the strongest. He took a best

result of third at his local track, and was caught up in an incident exiting the chicane in race one.

"We need everything to boost our chances," he said of the Carlin move. "In my eyes, the season started at the Thruxton [weekend] just gone so I'm treating the championship as only five rounds and everyone is very equal on points. The team welcomed me and I settled in there really quickly."

Hedley, who is now third in the standings but just eight points behind leader Matthew Rees, admitted to being surprised by the adjustment needed to get used to the very different set-up that Carlin employs on its cars compared to what he has run with previously.

STEPHEN LICKORISH

Snetterton series gathers entries

SNETTERTON SALOONS

The new Snetterton Saloons series, which focuses on providing a chance for local drivers to race, attracted a 30-car grid for its latest outing last weekend.

The series is the idea of Frank Rodber, who races his own BMW 325 in the category. It features a County Cup with drivers from Norfolk, Suffolk,

Essex, Cambridgeshire, Bedfordshire and Lincolnshire competing against each other "with an emphasis on fun among friends".

"I have been involved with and run other series and been to so many circuits, but I have always been impressed with the following at Castle Combe for their home championships," Rodber continued.

"I'm local to Snetterton

and I thought it was time to replicate it here. We have further races here on 19 September and 2 October and plan maybe five or six next year."

Rodber's final aim is to bring back a version of the Willhire 24 Hours, which used to run at Snetterton, but as a relay race to restrict it to club-level competitors.

PETER SCHERER

Popular C1 series moves to BRSCC for 2022

CITROEN C1

The C1 Racing Club will join forces with the British Racing & Sports Car Club next year for its second season under the ownership of Robin Welsh.

The popular endurance series was created in 2017 under the British Automobile Racing Club's wing and enjoyed instant success, a highlight being 99 cars attracted to a 24-hour race at Silverstone in 2019.

Following the death of one of the former series bosses, Meyrick Cox, over the winter, Welsh and his RAW Motorsport operation took control for this year. He has worked alongside BRSCC chief operating officer Paul McErlean in the past.

"I'd like to thank everyone at BARC for the support and assistance given to me since I took ownership of the C1 Racing Club, and also for their commitment to the previous owners," said Welsh.

"Paul McErlean has been a friend for many years, and I've also worked closely



with Greg Graham [BRSCC's head of formula development] too. However, aside from these relationships, I've been greatly impressed by the way the BRSCC have developed over the past few years, and I'm confident that they can assist me in giving C1 Club members the best levels of support and service going forward."

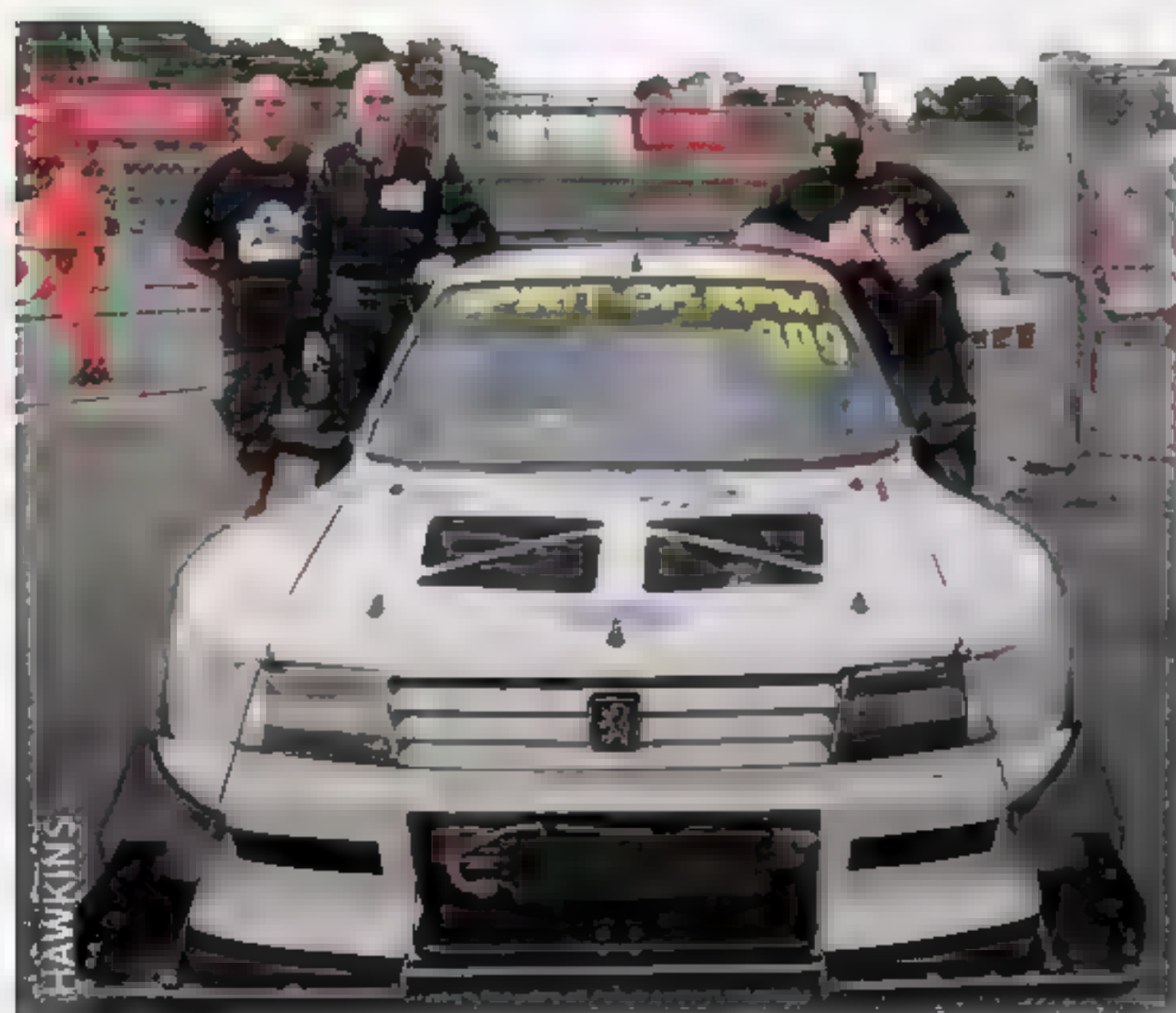
McErlean added: "I'm delighted Robin has made this decision, and the main task is to get engagement up to build the product back to a 90-car Silverstone 24-hour race. We will wrap a team around Robin to work

on customer experience and publicity."

BARC CEO Ben Taylor says he can "entirely understand" why Welsh has taken the decision to join the BRSCC and says his own club is now assessing running a new series to replace it. "We're disappointed after all that time and effort we put in in the first place – the success was great for everybody," said Taylor. "We're now considering our options and have had some interesting conversations. There's a big market for these one-litre cars."

STEPHEN LICKORISH

Morris takes podium in memory of brother



SPECIAL SALOONS

Danny Morris took an emotional and popular podium finish in the Special Saloons and Modsports race named in memory of his late brother Ricky Parker-Morris at Brands Hatch last weekend.

Parker-Morris had been

a stalwart of the series for many years before he died earlier this year due to COVID-19.

The brothers rebuilt a Peugeot 309 GTi with which Morris competed on the Brands Grand Prix layout, the home venue of Parker-Morris.

Morris started 11th, before battling his way

through to second.

"I had overheating problems with the car, which we have been working on," said Morris. "I thought it was going to let go, but there was no way I was going to give up because Ricky was known for his determination."

STEFAN MACKLEY

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IN THE HEADLINES

SHAW ADDS ELAN TO ROSTER

Ex-Formula 3000 racer Mark Shaw has added a Lotus Elan to his historic racing stable alongside his Formula Junior Brabham and ex-Jim Clark Lotus 21 grand prix car. Shaw acquired the Elan from Dean Lanzante and gave it a debut race in the Guards Trophy at Oulton Park, taking second in class. "It's a work in progress," he said. "But it's another chance to race when we go somewhere with the single-seaters."

LENHAM HITS THE TRACK

Historic Formula 2 racer Julian Stokes debuted his latest project, a Lenham P70 Spider, in the Guards Trophy at Oulton Park. Previously owned by HGPCA racer Eddie Perk, this was the car's first run since a full rebuild. Stokes shared the car with Peter Needham, who helped with the restoration, having recently raced a Lenham alongside Jon Waggitt, and the pair finished 12th.

HSCC'S JONES TO RETIRE

Historic Sports Car Club competitions secretary Alan Jones will be retiring from his position at the end of 2021 following 16 years of service with the club. "This club like so many is defined by its characters," he said. "Motorsport does produce some very special people and it has been a privilege to share some of the highs and lows of racing with those people. I am grateful to have had those experiences, memories are what make a life and I have some very special memories from my time of working for you."

F2 RECORD FALLS AT OULTON

An engine failure in his March 742 (below) thwarted his quest to win the Historic Sports Car Club's Oulton Park Gold Cup F2 feature, but Andy Smith still took positives away from the event. As well as winning Classic F3 golds in both Aurora races driving a 783, his 1m34.055s (103.03mph) pole time finally eclipsed Andy Meyrick's F2 best, set in 2007.



Astra RNR2 is built around a plywood monocoque chassis, a Costin speciality



Hope debuts Nathan's plywood Astra at Oulton Park Gold Cup

GUARDS TROPHY

Two of Roger Nathan's innovative Frank Costin-designed GT models of the late 1960s have competed in Historic Sports Car Club events over the years, but the appearance of Christian Hope's open Astra RNR2 last weekend at the Oulton Park Gold Cup was a first.

Hope has owned the ex-works chassis 38 – the first of two examples – that Nathan raced in the 1970 British Airways 1000Km for four years. His outing last weekend in the Guards Trophy, under Gelscoe Racing's supervision, was to show it before offering it for sale.

Sister to Guy Edwards's period Philips Autoradio entry, the RNR2 is built around a plywood monocoque chassis, a Costin speciality. It is powered by a 1970cc Cosworth FVC engine – currently on carburettors rather than Lucas mechanical fuel injection – and driven through a Hewland FT200 gearbox.

The car, built too late for mainstream Guards eligibility but previously a Classic Endurance Racing series runner, created a good impression. Sometime Mini and AC Cobra racer Hope finished the mini-enduro race comfortably on his first experience with a dog-engagement gearbox.

MARCUS PYE

Tony Broster 1941-2021

OBITUARY

Single-seater stalwart Tony Broster died last week aged 80, leaving a lasting legacy to the club racing world he adored.

His driving career spanned the 1960s to the 1990s. He raced a Titan internationally in Formula Ford's early days and, following a brief foray into Formula Atlantic in 1971, its maiden season, he returned to his favourite stamping

ground and won races in his Newbridge Racing Dillons.

'Bros' won the 1981 Monoposto title in Lyncar 001 (ex-Mike Endean) and the inaugural Classic F3 crown in 1987 (ex-Patrick Gaillard Chevron B43), having founded the movement with Roy Topp – Jackie Stewart's former Tyrrell F1 crew chief – and this writer in 1986. He subsequently started ARP F3.

A skilled engineer and

engine builder, Broster bought Novamotor's UK business from John Penistan to sustain the Toyota-powered F3 class alongside his longtime Newbridge FF1600 speciality. A mentor to many grateful racers who shared his passion, 'Bros' is survived by daughter Sophie.

Autosport sends its condolences to his family and friends.

MARCUS PYE



Karting4MND

A host of stars from across the motorsport spectrum joined together for Karting4MND at Thruxton last weekend, to help the MND Association fund research into a cure for Motor Neurone Disease.

The endurance kart race, hosted by sportscar legend David Brabham and Bill Williams' Racing4Charity organisation was held in honour of MND sufferer Gideon Williams and in memory of sportscar and stunt driver Neil Cunningham.

Professional drivers from karting to GB3 and across the sportscar ranks joined Brabham on track, whilst BTCC stars gave their trackside support.

Over £12,000 was raised across the event, which included an auction during the BTCC weekend.

It's not too late to contribute and help to bring forward research projects that may well be able to decrease the symptoms of so many.

Join the fundraising drive
Text MNDKART10 to 70085 to donate £10

About MND

MND is a fatal, rapidly progressing neurological condition affecting up to 5,000 adults in the UK at any one time. The disease causes messages from nerves (motor neurones) in the brain and spinal cord that control movement to gradually stop reaching the muscles, leading them to weaken, stiffen and waste. People become locked in a failing body, unable to move, talk and eventually breathe. MND kills a third of people within a year and more than half within two years of diagnosis.

Karting4MND aims to play an important role in bringing forward current research projects that may help to decrease the symptoms of so many.

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Corner cutting, round the bend

An unprecedented 17 alleged cases of gaining an advantage at Thruxton's Club chicane in Ginetta Junior made for a set of truly baffling events

STEPHEN LICKORISH

The Club chicane at Thruxton has to be one of the most entertaining places to watch motorsport in the country. You are virtually guaranteed to see plenty of action there, particularly with single-seaters slipstreaming up Woodham Hill or in closely fought categories with huge entries, such as the Mini Challenge Trophy last weekend. But, in well-populated championships where the cars and drivers are evenly matched, the nature of the tight chicane can also create driving-standards difficulties.

Drivers entering Club side by side – or sometimes three or four abreast! – have a decision to make. Either try to make it around the corner on track but risk contact with a rival, or hit the tyre stack that sits on the inside, or take avoiding action by cutting part of the corner. In some cases, that last option can be best, and not because it's the quicker route, but because it's safer. But it must be noted that the number of times drivers cut the chicane at last weekend's British Touring Car Championship meeting did seem exceptionally high. Equally, it has to be considered that it is such a great place for overtaking, so drivers should not be overly deterred from making a move there.

And so that sets the scene for a sequence of events that bordered on the farcical. The second Ginetta Junior contest, held on Saturday afternoon, was particularly problematic and featured plenty of Club

“Balancing the discouragement of bad behaviour with not being overly harsh is no mean feat”

corner cutting. On Sunday morning, a total of 17 10-second penalties were handed out by the clerk of the course between 12 different drivers. Cue bafflement in the paddock, and a lengthy queue at the stewards' door. In the end, seven of those drivers were able to successfully appeal their penalties. And not just to a less harsh sentence, but to have no penalty at all. But all of that toing and froing took time. With the third Ginetta Junior contest scheduled for 1325 and the grid determined by the result of race two, it had to be pushed back and, with the consent of the organisers, the British Formula 4 race was brought forward. It all amounted to a situation that did not look good for any of those involved.

“The dishing out of penalties is done by the clerk of the course, and he's assigned to us by Motorsport UK and [organising club] British Automobile Racing Club,” explains Ginetta motorsport

manager Ash Gallagher. “The clerk said there was a specific problem in that race with the amount of corner cutting that went on. They took all the footage away to review overnight and additional clerks assisted with this.

“Part of the problem is the process isn't a quick one. It was just an unfortunate set of circumstances where the incidents fell in race two and that required a grid to be generated for race three – and you can't make that grid up. With the benefit of hindsight, could anything have been done differently? Maybe a lesser penalty wouldn't have riled everyone as much. But sometimes you've got to make a stand and the clerk is always doing what they feel is best.”

There is no disputing this is a tricky situation, and balancing the discouragement of bad behaviour with not being overly harsh in penalising drivers is no mean feat. But, equally, some of the specific circumstances in this case are just bizarre. Several of the appeals were successful on technicalities, such as the incorrect lap being cited on the initial penalty. Yet some of the other drivers who were censored had given back any places they inadvertently gained, potentially losing more time in the process, and were still slapped with an additional 10s. And that raises some serious questions over the judgement of them being penalised in the first place.

Other issues include a standard 10s being applied in every case – traditionally, places are just reversed. Take the blatant corner cutting employed by Matias Zagazeta in the opening British F4 encounter. That was far more advantageous than many of these Ginetta Junior examples, and yet he was penalised by just one second, to drop him to runner-up – despite doing it twice. The lack of consistency here is worrying to say the least.

Then there is the timetabling issue. What would have happened if British F4 teams and drivers were not ready to have an earlier race? Ginetta Junior appeals were still being heard, so how could an accurate grid be formed? The sheer volume of hearings meant this was not the work of a moment but, given the significance of the race in setting the grid, getting the penalties issued on Saturday so that appeals could begin immediately on Sunday morning (the first penalty was only applied at 1000) would surely have been advantageous.

A look at the wording on the appeal forms highlights the frustration felt – phrases like “gross miscarriage of justice” and “we also want to bring to your attention the way this decision was dealt with” do not make for pretty reading. Clerks of the course have a difficult job and have to make tricky decisions within the framework they are given. But sometimes baffling cases such as this arise. For the sake of preserving the image of the individuals and organisations involved, it must not happen again. ❧

➔ P60 GINETTA JUNIOR REPORT

TOCA SUPPORTS THRUXTON 28-29 AUGUST

Fantastic Fortec takes all three wins

BRITISH FORMULA 4

The Fortec squad may have endured the disappointment of championship contender James Hedley jumping ship to Carlin, but its two remaining drivers, Oliver Gray and Joel Granfors, showed their own British Formula 4 title-fighting credentials as they sealed their maiden wins in a Thruxton team treble.

The success started with Gray snaring a narrow double pole in qualifying over Matias Zagazeta – the Argenti driver being another to have crept into the title picture in recent events. But Gray's advantage did not last long as Zagazeta powered past on the opening tour before a safety car – with Hedley crashing trying to avoid a spinning Joseph Loake at the Club chicane – halted their battle.

Gray did not let Zagazeta escape on the restart and, with three laps to go, dived down the inside of the chicane but the Peruvian cut the corner, flying over the kerbing to stay ahead. Gray regrouped and retook the lead at Allard at the start of the penultimate tour but that meant it was Zagazeta on a charge into Club for the final time. He tried around the outside, cut the corner again and got to



Gray was on form at Thruxton, securing his first two victories

the flag first. Unsurprisingly, the positions were later swapped, with Abbi Pulling third.

Gray did not have to wait long for his second win with his race-three triumph coming under very different circumstances. He led the finale throughout but had to first fend off Pulling and then Granfors to take a hard-fought victory. Granfors attacked into Club on the last lap but succeeded in just cutting the corner, being launched airborne and dropping behind Zagazeta.

Pulling slipped down the order and then sent Zak Taylor rolling at the Complex, but she came close to a maiden win in the reversed-grid second race.

Granfors snuck ahead as Pulling lost time tussling Tسانapol Inthraphuvasak, before she desperately sought to get ahead of the Swede. She grabbed the advantage at Village, but that only lasted until the chicane, where Granfors tried a move, the pair made contact and Pulling was sent spinning. That allowed Granfors to win from David Morales and Hedley had something to celebrate with third.

But it was his former team-mates who stole a march, each closing to within 50 points of the summit as leader Matthew Rees only managed a best result of fifth.

STEPHEN LICKORISH

Edgerton seals crown early after double triumph

PORSCHE SPRINT CHALLENGE GB

Theo Edgerton secured the Porsche Sprint Challenge GB title with a round to spare thanks to a double win at Thruxton. The Worcester teenager may have lost out on pole to main rival Jack Bartholomew, but kept his head when it mattered.

The duo went shoulder to shoulder into the Complex at the start of race one before Edgerton made his move stick around the outside and, from then, former Lamborghini Super Trofeo driver Bartholomew kept the Total Control Racing ace under fierce pressure. In company with the rest of the field, they both got increasingly lairy as

their tyres faded and, when Edgerton went wide into the chicane with three laps to go, it appeared to give Bartholomew a chance.

On the penultimate lap Bartholomew ran wide at Noble, and then disaster struck when he lost it out of the chicane and spun heavily backwards into the wall. That promoted Charles Clark, who had kept the leading pair in sight, to second, with Matthew Armstrong a distant third.

Bartholomew was absent from the second race, and Edgerton dominated to clinch the crown. A blistering start from Alex Malykhin rocketed him into second from the third row, but he ran wide out of the chicane at the end of a lengthy safety car period, and Armstrong moved into second.

Malykhin then focused on defending from Clark, recovering from a slow start. When they clashed at the chicane with four laps to go, that allowed the guesting Tim Harvey to complete the podium from Clark.

MARCUS SIMMONS



TCR driver Edgerton has been unstoppable for much of this year

More mighty Mini Trophy action

MINI CHALLENGE TROPHY

Whether of the modern or the classic variety, Minis often provide fantastic action at Thruxton and that proved to be the case again with the Mini Challenge Trophy, the lead changing virtually every lap.

Charlie Mann, Dominic Wheatley and Louie Capozzoli all had spells in front of the opener but it was Capozzoli who took his maiden win after grabbing the advantage approaching the chicane for the final time. However, it all ended in tears behind. Wheatley was collected and Lewis Saunders and Lee Pearce were caught up in the chaos. Alfie Glenie was second across the line but was given a five-second penalty for also



colliding with Wheatley, promoting Nelson King and reigning champion Harry Nunn.

Capozzoli then doubled-up after another slipstreaming classic in race two, grabbing the advantage into the chicane on the final racing lap as the contest ended behind the safety car when Glenie clattered the Club kerbs and went straight into the barriers.

The finale also ended prematurely as, for the second year in succession, Clark Wells had a massive Thruxton crash. This time it was exiting Church, smashing into the barriers after contact. Pearce led throughout with the battle raging behind, King and Alex Jay being ahead when it mattered.

STEPHEN LICKORISH



WEEKEND WINNERS

BRITISH FORMULA 4

Race 1 (14 laps) 1 Oliver Gray; 2 Matias Zagazeta +0.410s; 3 Abbi Pulling; 4 McKenzie Cresswell; 5 Aiden Neate; 6 Tasanapol Inthraphuvasak. **Fastest lap** Neate 1m14.006s (114.60mph). **Pole** Gray. **Starters** 16.
Race 2 (16 laps) 1 Joel Granfors; 2 David Morales +0.953s; 3 James Hedley; 4 Eduardo Coseteng; 5 Gray; 6 Neate. **FL** Granfors 1m13.915s (114.74mph). **P** Morales. **S** 16. **Race 3 (15 laps) 1 Gray;** 2 Zagazeta +0.962s; 3 Granfors; 4 Neate; 5 Matthew Rees; 6 Joseph Loake. **FL** Granfors 1m13.751s (115.00mph). **P** Gray. **S** 15.
Points 1 Rees 187; 2 Zagazeta 183; 3 Hedley 179; 4 Granfors 155; 5 Cresswell 143; 6 Gray 139.

PORSCHE SPRINT CHALLENGE GB

(Both 16 laps) Race 1 1 Theo Edgerton; 2 Charles Clark +2.311s; 3 Matthew Armstrong; 4 Ian Humphris; 5 Alex Malykhin; 6 Tim Harvey. **FL** Edgerton 1m16.753s (110.50mph). **P** Jack Bartholomew. **S** 12. **Race 2 1 Edgerton;** 2 Armstrong +5.873s; 3 Harvey; 4 Clark; 5 Humphris; 6 Malykhin. **FL** Clark 1m17.257s (109.78mph). **P** Edgerton. **S** 11.

MINI CHALLENGE TROPHY

Race 1 (13 laps) 1 Louie Capozzoli; 2 Nelson King +0.715s; 3 Harry Nunn; 4 Matthew Hammond; 5 Morgan Wroot; 6 Alfie Glenie. **FL** King 1m31.706s (92.48mph). **P** Charlie Mann. **S** 29. **Race 2 (12 laps) 1 Capozzoli;** 2 Alex Jay +0.683s; 3 Tom Ovenden; 4 King; 5 Dominic Wheatley; 6 Mike Paul. **FL** Glenie 1m31.701s (92.49mph). **P** Capozzoli. **S** 29. **Race 3 (7 laps) 1 Lee Pearce;** 2 King +0.691s; 3 Jay; 4 Capozzoli; 5 Nicky Taylor; 6 Nunn. **FL** Ovenden 1m32.512s (91.68mph). **P** Alex Solley. **S** 28.
Points 1 Nunn 503; 2 Wheatley 476; 3 Hammond 441; 4 Capozzoli 427; 5 Solley 370; 6 Lewis Saunders 369.

GINETTA GT4 SUPERCUP

Race 1 (12 laps) 1 Adam Smalley; 2 Josh Rattican +0.576s; 3 Carlito Miracco; 4 Tom Hibbert; 5 James Blake-Baldwin; 6 Tom Emson. **FL** Rattican 1m15.149s (112.86mph). **P** Smalley. **S** 17. **Race 2 (16 laps) 1 Smalley;** 2 Rattican +1.793s; 3 Miracco; 4 Hibbert; 5 Blake-Baldwin; 6 Joe Marshall. **FL** Smalley 1m15.665s (112.09mph). **P** Smalley. **S** 17. **Race 3 (16 laps) 1 Blake-Baldwin;** 2 Smalley +9.197s; 3 Emson; 4 Reece Somerfield; 5 Marshall; 6 Blake Angliss. **FL** Hibbert 1m15.692s (112.05mph). **P** Marshall. **S** 17.
Points 1 Smalley 380; 2 Hibbert 368; 3 Rattican 313; 4 Emson 288; 5 Miracco 271; 6 Marshall 232.

GINETTA JUNIOR

Race 1 (9 laps) 1 Robert de Haan; 2 Will Jenkins +0.286s; 3 Liam McNeilly; 4 Seb Hopkins; 5 Aston Millar; 6 Aqil Alibhai. **FL** de Haan 1m31.742s (92.45mph). **P** Callum Voisin. **S** 25. **Race 2 (12 laps) 1 Voisin;** 2 Hopkins +2.165s; 3 Millar; 4 McNeilly; 5 Josh Rowledge; 6 de Haan. **FL** Freddie Tomlinson 1m31.788s (92.40mph). **P** Jenkins. **S** 25. **Race 3 (13 laps) 1 de Haan;** 2 Voisin +1.507s; 3 Hopkins; 4 Joe Wheeler; 5 Millar; 6 Josh Miller. **FL** Voisin 1m31.864s (92.32mph). **P** Voisin. **S** 24.
Points 1 Millar 392; 2 McNeilly 384; 3 Hopkins 362; 4 Voisin 307; 5 Jenkins 279; 6 de Haan 275.

Smalley's 'perfect' weekend

GINETTA GT4 SUPERCUP

Thruxton proved to be a happy hunting ground for Adam Smalley in the Ginetta GT4 Supercup as he retook the points lead after a near-perfect weekend.

The first two races could not have gone much better for Elite Motorsport driver Smalley, as he won both and key rival Tom Hibbert could only take fourth each time. Josh Rattican shadowed team-mate Smalley throughout both contests, and got especially close in the second, until running wide late on.

It was James Blake-Baldwin who was happiest after the partially reversed-grid finale as he claimed his maiden series win. He passed polesitter Joe Marshall

exiting Church on the fourth lap and did not look back, building a 9s advantage. And it was Smalley who finished as his closest rival, having benefited from a chaotic first run through the Complex.

Rattican tagged Hibbert, which sent him spinning and Luke Reade got caught up in the melee. Carlito Miracco then broke his suspension after hitting Blake-Baldwin, leaving Smalley third.

He did get demoted by a charging Blake Angliss but Smalley regained that place when Angliss spun at Club, before then passing Marshall to grab second. Hibbert kept going to take ninth in class but it was not enough to prevent Smalley snatching a 12-point advantage.

STEPHEN LICKORISH



TOCA SUPPORTS THRUXTON 28-29 AUGUST

Scholar de Haan shows his education with brace

GINETTA JUNIOR

The Ginetta Junior formbook was once again turned on its head at Thruxton as scholar Robert de Haan won twice in a thrilling weekend of racing.

It was established frontrunner Callum Voisin who initially led the way in the opener before Elite Motorsport racer Will Jenkins seized the lead with a brilliant move around the outside of the Club chicane. His time at the head of the field was brief, however, as Voisin was back ahead on the next lap before storming Richardson Racing driver de Haan picked off Jenkins and Voisin on

successive tours and then defended his advantage impressively to the flag.

Voisin dropped back after tangling with Josh Rowledge at the chicane, for which he was then penalised down to 22nd, while Jenkins repassed Liam McNeilly on the final lap to seal second.

Voisin only qualified seventh for the second contest but was soon on a charge and worked his way past long-time leader Jenkins on lap eight of 12 at Allard. More and more cars were joining the queue and, at one point, the top 10 ran line astern.

But, as the battling intensified in the final stages, Voisin was able to make a slight break to take the win. Jenkins

retook second at Goodwood on the final lap but he was later handed a 10-second false-start penalty that relegated him to 17th and meant Seb Hopkins and Aston Millar completed the rostrum.

Voisin was also initially penalised, like half of the grid, for cutting the chicane but R Racing was able to appeal this and keep Voisin's seventh win of the season, which means he and brother Bailey – a title contender last year – have now become the most successful siblings in the category's history.

Voisin was again in the thick of the action in the finale and built a significant lead on the first lap only to be left frustrated as the safety car was deployed and he instantly had the chasing pack on his tail again. And they pounced on the restart, with de Haan's move at Noble in turn dropping Voisin back to fourth.

Voisin fought back with a superb double pass at the Complex – he usurped Hopkins on the outside before then diving up the inside of McNeilly – to grab second. He and Hopkins then squabbled frantically over the place for the rest of the race, helping de Haan to maintain the lead to grab his second win.

Elsewhere, after his four podiums at Knockhill, just the one at Thruxton was still enough for Millar to extend his lead to eight points at the head of the table.

STEPHEN LICKORISH



IMPRESSIVE PROGRESSION AMONG THE GINETTA JUNIOR RANKS

"That was probably the hardest race I've ever been in – it was definitely the best win," said Callum Voisin after triumphing in the second Ginetta Junior contest at Thruxton. And, given he has won seven of the 16 races so far this year (more than double the next best), he has got plenty to compare it to.

Voisin cited the towing effect of the Hampshire speedbowl as a significant reason in that assessment, but he also highlighted another factor. "The slipstream is massive and you can't get away unless something big happens – I think there was a 10 or 15-car train at one point," he continued. "But, also, everyone's massively upped their game."

Voisin has really noticed the competition take strides forward in recent events and highlights the margins in qualifying. When the series first visited Thruxton in May, the top 10 were separated by 1.2 seconds. Last weekend it was not even half a second.

While Voisin achieved the remarkable

feat of securing a victory on his rookie weekend, others have taken a little longer to get up to speed. And now, each weekend is seemingly producing a new frontrunner. At Knockhill it was Aston Millar who grabbed his maiden wins in the series and also took two second places, while last weekend it was Robert de Haan's turn to shine.

The Dutchman sufficiently impressed in last year's scholarship shootout to be one of two prize winners but took a little while to get fully on top of the car. The Richardson Racing driver then hit his stride at Knockhill and won the third encounter on the road before getting a penalty for being out of position at the start.

There were no such problems at Thruxton as he displayed impressive overtaking ability, as well as being able to defend from a squabbling pack lap after lap, to take two victories.

"I'm really happy – it's difficult to defend around this track," said de Haan. "It was getting my confidence in the car and, from Knockhill, I've had that feeling. I'm going to try and get



more wins in the rest of the season. Maybe we can win the championship!"

De Haan may have been laughing when making that final comment, given his 117-point deficit, but he has certainly demonstrated his pace and who knows what could happen in the remaining three events of this most topsy-turvy of seasons.

STEPHEN LICKORISH



Sparrow took the fight to the Minis in the early stages of the race

Lion crew roars to second consecutive 2CV 24 Hours win

**SNETTERTON
BARC
27-29 AUGUST**

Team 2CV Lion took its second consecutive 2CV win in the annual 24-hour race, with championship leader Pete Sparrow sharing with David O'Keeffe and Gary Adnitt.

Sparrow's was the only 2CV to mix it with the Mini Grande cars vying for overall victory in the opening hours of the race, while there was a terrific scrap for second in class further down between Pork Pie Racing's Jon Harmer, Rally Racers' Freddie Martin-Dye and Crisis at Tete Rouge's Nick Roads. By mid-distance, 2CV Lion had the overall lead too, with Crisis Tete Rouge five laps down in second, from Beacon Downe, Rosie/Walford Racing and Twin Snails.

However, a snapped crank forced an engine change for the leaders as dawn approached and gave Crisis at Tete Rouge the initiative. But, three hours later, Brian Heerey brought the new lead car pitwards

and that needed an engine change too, which handed the advantage back to 2CV Lion.

The lead continued to grow and Sparrow took the flag for the class win four laps clear of Nick Crispin in the DD Motorsport car, shared with Sean Sidley and James Dartialh, which had been dead last at the end of the opening lap when Sidley had the gear lever break. Crisis at Tete Rouge's Heerey, Roads, Ian Gibbon and Hugh McCurrich completed the podium a further lap back.

Although 2CV Lion dined with the Minis from the start, they had their own fights and dramas. Of the seven Minis in the race, most had some spells out front, with APO Sport enjoying the lead for long stints.

It was Slarky Malarky that had a comfortable overall advantage well into Sunday morning, with Darren Roberts doing his best to stay out of trouble. But Beacon Downe's Kris Tovey was catching him into Wilson and the 2CV had total brake failure, crashing heavily into the lead Mini.

Misfits therefore became the new leader by a healthy margin and stayed in control into the early afternoon. However, with just a couple of hours to go, it headed for the pits with a broken gearbox, relinquishing a 12-lap margin to an engine change.

Having had their share of problems early on, Team Toyshed emerged in front and Chris Slade avoided any further dramas to take the overall and Mini Grande class win, alongside father Andy, Elliot Stafford and Michael Dryden. With Team 2CV Lion in second, the APO Sport Mini of Alex Osborne came home second in class and third overall after a late head-gasket change. And despite the earlier accident Slarky Malarky's Ian Slark still managed to



Toyshed Mini took the overall win, finishing four laps clear of Team Lion 2CV crew

WEEKEND WINNERS

2CV 24 HOURS

Mini Grande Team Toyshed (Michael Dryden/Andy Slade/Chris Slade/Elliot Stafford)

2CV Team Lion

(Peter Sparrow/David O'Keeffe/Gary Adnitt)

SNETTERTON SALOONS

Ryan Polley (Honda Civic Type R, below)

MAX5

Race 1 Jon Halliwell (Mk4)

Race 2 Paul Roddison (Mk4)



For full results visit: tsl.timing.com

complete the top six and the Mini podium.

A damp track helped Ryan Polley's Honda Civic Type R dominate the Snetterton Saloons, after Mark Havers' SEAT Cupra TCR initially led the 30-car field into Riches. Polley was ahead before the end of the first lap, despite starting down in 12th, and quickly regained his advantage after the pitstop window. Karl Cattliff's BMW M3 had started to close on Polley at the end, while Olly Elmer's Civic was a distant third.

Jon Halliwell and Paul Roddison split the MaX5 spoils. Halliwell led the opener until Riches on lap seven of 13 but, only a lap later, Roddison had to give way as they charged down the Bentley Straight. Rain began to fall and, as Halliwell consolidated his advantage, Roddison spun at Coram on the last tour, handing second to Ben Taylor's RX-8. It was a lights-to-flag victory for Roddison in race two, with Halliwell and Taylor holding station behind.

PETER SCHERER

Watts Marches to Formula 2 Gold Cup glory in his 782



Dwyer (behind) pressured Watts in second F2 race until his engine blew

OULTON PARK HSCC GOLD CUP 28-30 AUGUST

"It was all about patience," said Matthew Watts calmly, having screamed his stunning March-BMW 782 to victory in Monday's Oulton Park Gold Cup title decider as glorious Formula 2 cars returned to the wonderful Cheshire venue where works March drivers Niki Lauda and Ronnie Peterson won in 1972.

Andy Smith had aced Sunday's opening leg – red flagged almost immediately when a brush of wheels between Mark Dwyer (BDG 742) and Rob Wheldon (BMW 762)

left both Marches stranded with front punctures – by 4.955 seconds from Miles Griffiths (Ralt-BDG RT1), and was therefore a strong favourite for the aggregate result.

Griffiths staved Smith off until Miles's engine cut at the Britten's chicane on lap six of 16 in race two. As his hand went up, Smith couldn't avoid tagging the Ralt's rear wheel and exhaust. Watts and Dwyer raced past as Smith resumed, with scuffed nose rubbing on his left-front wheel, side-mounted radiators fortunately unaffected.

"It understeered a lot after that," said Smith, but carrying a 10.980s cushion over Watts – third on Sunday – he pressed on until "a catastrophic engine

failure, with no warning", again at Britten's. Watts's pursuer Dwyer's motor then began smoking – "I did miss a gear" – and blew at the same spot. Wheldon charged to second, but a track limits penalty dropped him behind Callum Grant (March 79B) and James Murray (ex-Peter Gethin Chevron-BDG B25).

Dwyer's consolation was a pair of Aurora wins, over Geoff Lees Trophy victors Sam Harrison (Dallara 389) and Rory Smith (Ralt RT4), respectively, while Andy Smith's March 783 Classic F3 double was impressive as ever.

Mancunian Tom McArthur's finely crafted Historic Formula Ford 1600 victories in the Hadfield Motorsport Titan sealed the inaugural Paul Simms Memorial Trophy on aggregate. Triple champion Benn Simms, Paul's son, presented the beautiful piece of silverware after all 24 starters finished!

With a 12s cushion from the opener, in which the scrap between Horatio Fitz-Simon and disgruntled double champion Callum Grant was rather too brutal at times, the 2019 Northern FF1600 champion could have watched them from a safe distance. Not a bit of it. McArthur wanted to win from the front and repassed Grant to ace a stunner in which 0.307s split the trio, clear of Sam Harrison and Danny Stanzl.

Straightforward wins for Graham Fennymore in Monday's Historic FF2000 races – the first restarted after a four-car start shunt – added another title to his CV.



McArthur landed Paul Simms Trophy after thrilling Historic FF1600 bouts



With Benn Simms and Lee Bankhurst parked, Drew Cameron (Royale RP27) landed a popular second from multiple champ Andy Park. Ian Foley was fourth, hounded by Molly Dodd, who qualified ninth but got away almost last when first gear popped out at the lights. Park was closer to Fennymore in race two, when Dodd harassed Cameron, before 2014 champion Simms stole third from under their noses.

Multiple Monoposto title winner Jeremy Timms left 1000cc Historic F3 rivals gasping in his Chevron B15. In Sunday's super clean scrap for the minor places, Ian Bankhurst (Alexis Mk8) pipped Simon Armer (March 703) and enthusiastic Swiss visitor Christoph Widmer (Brabham BT18A). Monday's repeat performance lost Armer mid-race, enabling serial spinner Paul Waine (de Sanctis) to retrieve fourth.

Undeterred by dropping his ex-Drs Peter Taggart/Tony Goodwin Chevron B6 at Cascades and grazing its tail against the barrier in qualifying, Andy Newall made it four from four in his Guards Trophy campaign. Having shot past Westie Mitchell's B8 and Ben Tusting's Lenham to lead, soloist Newall sparred with Tusting, indeed was happy to let him make the running, knowing father Rob on anchor leg wasn't quite as quick — he later slipped to fifth. Ben Mitchell was another matter. He took over the ex-Nikolaus Killenberg B8 26s behind, but slashed his deficit to nine.

Arborist Clive Richards topped the Historic Formula Junior tree, the Caterham ace winning both races imperiously in his Lotus 22. Nick Fennell (27) and Adrian Russell (22) completed a marque 1-2-3 first time out after Mark Shaw (ex-Denny Hulme Brabham BT6) rotated on oil and pitted. The Scot finished second in the sequel following a tussle with Fennell, who retired. Newcomer Stuart Jones (20/22) grabbed third. Championship favourite Nic Carlton-Smith (Kieft) extended his unbeaten Class C2 run, battling back past Keith Pickering (Britannia) in Sunday's finale.

Grunt over agility decided Historic Road Sports, Kevin Kivlochan (AC Cobra) trouncing John Davison (Lotus Elan), still unbeaten in class. Rupert Ashdown (Elan) sat third throughout but, having forged his Morgan +8 up to fourth, John Shaw spun out at Knickerbrook, promoting Jonathan Stringer (Lotus 7 S2).

The 70s equivalent began with Will Plant's al fresco Morgan clear of Kivlochan's hard-topped version and championship leader Jim Dean's Lotus Europa before a safety car. 'Keki' lost his brakes at Old Hall thereafter and signalled retirement. Charles Barter (Datsun 240Z) swerved to avoid him, speared across the Cascades greensward and collected Dave Karaskas's TVR 3000M. Dave Tomkinson (TVR Vixen) and Gary 'Elio' Thomas (Lotus 7 S4) squabbled over Class D until Tomkinson broke.

WEEKEND WINNERS

HISTORIC FORMULA 2 GOLD CUP

Race 1 Andy Smith (March-BDG 742)

Race 2 Matthew Watts (March-BMW 782)

AURORA/GEOFF LEES TROPHY/CLASSIC F3

Races 1 & 2 Mark Dwyer (March-BDG 742)

PAUL SIMMS MEMORIAL TROPHY

HISTORIC FORMULA FORD 1600

Races 1 & 2 Tom McArthur (Titan Mk4)

HISTORIC FORMULA FORD 2000

Races 1 & 2 Graham Fennymore (Reynard SF81)

HISTORIC FORMULA 3

Races 1 & 2 Jeremy Timms (Chevron B15)

GUARDS TROPHY

Andy Newall (Chevron-BMW B6)

HISTORIC FORMULA JUNIOR

Races 1 & 2 Clive Richards (Lotus 22)

HISTORIC ROAD SPORTS

Kevin Kivlochan (AC Cobra)

70s ROAD SPORTS

Will Plant (Morgan +8)

CLASSIC/HERITAGE FORMULA FORD 1600

Races 1 & 2 Jordan Harrison (Lola T540E)

HISTORIC TOURING CARS

Races 1 & 2 Warren Briggs (Ford Mustang)

DUNLOP SALOON CAR CUP

Race 1 Simon Garrad (Nissan Skyline R32)

Race 2 Ric Wood (Holden Commodore)

For full results visit: tsl-timing.com

Jordan Harrison earned a Classic FF1600 double, but from a separate grid Heritage winner Rory Smith (Medina) finished on his tail first time out. Parky Parkington survived a five-way fight to finish a distant second in the pre-1982 bout. After launching Rick Morris at Druids, Jake Shortland retrieved third on the line from Joseph Ahrens (RF80).

New Zealander Warren Briggs (Ford Mustang) just repelled Neil Wood's pristine 1500cc Ford Anglia 105E in the Historic Touring Car opener. Contact between points leader Mike Gardiner and Michael Cullen put both out. Graham Pattle (Cortina) and Wood beat Briggs to Old Hall in race two, but power prevailed. Wood kept second as Canadian Pete Hallford (Mustang) hustled through to third, with Cullen in his mirrors.

Simon Garrad (Nissan Skyline) and Ric Wood (ex-Garth Tander Holden Commodore) won thin Dunlop Saloon Car Cup races. Dave Coyne (in Mark Wright's) and David Tomlin's Ford Sierra RS500 third place battle in the opener ended when Tomlin's new clutch failed dramatically.

MARCUS PYE

Slick work by father and son ensures win

BRANDS HATCH
CSCC
28-29 AUGUST

Decisive overtaking moves and some good fortune handed victory to Mark Smith and Arran Moulton-Smith in the Slicks Series contest at Brands Hatch, as part of the Classic Sports Car Club's GT World Challenge supporting bill.

Father Smith started the duo's BMW M3 E36 from 10th on the grid, but had climbed to sixth by the end of the second loop of the Grand Prix circuit, while polesitter Kevin Clarke's BMW 1M began to build up a sizeable lead over Colin Tester's M3.

The Ferrari 430 Challenge of third-placed Andrew Christopher began to act as the cork in the bottle with a gaggle of BMWs in its wake, prompting Smith to hand over to son Moulton-Smith at the start of the pit window in a 40-minute encounter that ran safety car-free.

Once the compulsory pitstops had shaken out, Mathew Evans – in for Clarke – led comfortably, with late-stopping Darren Fielding rejoining just ahead of Hugh Gurney, who replaced Tester. But, behind both, Moulton-Smith was the man on the move, first disposing of Gurney at Hawthorns before moving up to second as he and Fielding went either side of a backmarker on the start/finish straight.

Any prospect of victory with 10 minutes remaining seemed out of the question, as Evans held a near-13s lead, but the BMW driver "had the rug pulled from underneath him" as he began to suffer from frequent



Mark Smith and son Arran Moulton-Smith came out on top in Slicks Series

losses of power. Forced into resetting the car multiple times, he finished down in seventh, while Moulton-Smith was gifted the lead and the win.

Fielding's M3 was in hot pursuit until the chequered flag, with David Harvey completing the rostrum in his Lotus 340R. Gurney/Tester dropped to fifth by the flag but finished as winners in the concurrent New Millennium race, while Peter Seldon took Open Series honours in 25th.

Seldon took a sensational second on the road in the Turbo Tin Tops/Modern Classics race after starting his M3 from the pits, but was disqualified post-race for overtaking behind the safety car. Seldon and Alan Thompson (M3) moved into contention for the win after making their mandatory stops under the caution period, rejoining behind eventual winner Alex Taylor in his Mazda RX-7.

Taylor had dispatched Stuart Daburn's TVR Tuscan Challenge for the lead at Hawthorns earlier in the race, and effectively gained a lap on him due to the safety car's appearance. Daburn was promoted to third after Seldon's disqualification, while Turbo Tin Tops honours went to Keith Issatt's Mini Clubman.

The deployment of the safety car turned the Future Classics/Swinging Sixties (Group 2) contest into a farce, as the majority of the field sat stationary at the end of the pitlane for more than a minute while a small train of cars made its way around the track. The chaotic scene allowed Perry Waddams to pit in his Tuscan and retain the lead after stopping later than most of the field. Tim Bates's Porsche 911 SC took second, with Raymond Barrow (Chevrolet Camaro) third and top Swinging Sixties runner.



Crabtree led eclectic mix of cars in Special Saloons/Modsports contest

WEEKEND WINNERS

SLICKS SERIES/NEW MILLENNIUM/OPEN SERIES

Mark Smith/Arran Moulton-Smith
(BMW M3 E36 Evo)

TURBO TIN TOPS/MODERN CLASSICS

Alex Taylor (Mazda RX-7, below)

FUTURE CLASSICS/SWINGING 60s (GROUP 2)

Perry Waddams (TVR Tuscan Challenge)

SPECIAL SALOONS/MODSPORTS

Sam Wilson (Aston Martin Vantage)

CLASSIC K/SWINGING 60s (GROUP 1)

Graeme Langford/Michael Whitaker (TVR Griffith)

MAGNIFICENT SEVENS

Tim Davis (Caterham C400)



For full results visit: tsl-timing.com

Despite only one Special Saloons and Modsports race taking place due to a timetable revision after barriers were damaged in an earlier race, it proved to be one of the best encounters of the weekend.

Polesitter Rod Birley (BMW E36) led initially before Wayne Crabtree took over as a four-car train formed at the front, with Chris Southcott (MG Modsport) moving into second at Clearways and Sam Wilson (Aston Martin V8 Vantage) third after passing Birley on the start/finish straight. A collision with a backmarker approaching Stirlings put Crabtree's Ford RS200 out, and Wilson moved ahead of Southcott to claim victory. Danny Morris took a popular second aboard his Peugeot 309 GTI after Southcott's MG blew up on the final bend, his podium coming in the event named after his late brother Ricky Parker-Morris, while Birley completed the podium.

Graeme Langford/Michael Whitaker took a comprehensive win in the Classic K and Swinging Sixties Group 1 race, their TVR Griffith finishing more than 17s ahead of Mel Taylor/Ben Cater (Lotus Elan S1 GTS).

Christian Pittard lost any hope of a Magnificent Sevens victory after doing an extra lap behind the safety car before making his pitstop, allowing Tim Davis to win. Pittard resumed the race down in ninth, but climbed to fourth on the road by the chequered flag before being demoted to fifth due to a time penalty.

STEFAN MACKLEY



STEEP LEARNING CURVE Former rally driver Neil Vaughan was getting to grips with his Corvette C3, his appearance at Brands Hatch only his third-ever race meeting. The car previously raced in Australia and was shipped to the UK during the COVID-19 pandemic, making its debut at Thruxton in May. Its engine produces 325bhp, but a new unit is being built by Jeff Bull, and is expected to double its output. "People do seem to like the car," said Vaughan, who raced in Special Saloons/Modsports.



STILL GOING STRONG One of the many mainstays of the Classic Sports Car Club is Glenn Canning's NSU TTS, which has been racing since 1998. The car, which competes in Group 1 of the Swinging Sixties, was acquired in 1980 as a road car, before being converted into a racing machine and upgraded from a TT to TTS, featuring a Solex twin-choke carburettor. "They were quicker than most [other cars in period] and I could work on it," said Canning, who bought his first NSU in 1968.



RARE AMERICAN IMPORT Unique in the UK, Chris Tilly's Ford Mustang Cobra is believed to be the only one to have been raced in Europe from approximately 250 examples built between 1999-2003. Shipped over from the US during the COVID-19 pandemic, the V8, 4.6-litre machine – capable of 320bhp and weighing 1340kg – was driven at Brands in Modern Classics by Alan Lee, who last raced on the GP loop in 1979 on a bike. "It's like a big pickup truck with a wing on the back," said Tilly.

Mazda hat-trick for Allwood puts him back into title fight

CADWELL PARK
BRSCC
28-29 AUGUST

Oliver Allwood boosted his title hopes in the Mazda MX-5 Championship with a hat-trick of wins during an incident-filled British Racing & Sports Car Club meeting at Cadwell Park.

Allwood fended off six cars throughout the opening encounter, with his AB Motorsport team-mates Fraser Fenwick and Brian Trott completing the podium, while points leader Jack Brewer passed Steve Foden for fourth late on at Coppice.

Fenwick also applied pressure early in race two before Allwood escaped, while Foden initially came out on top in a three-way tussle with Brewer and

Trott behind. Brewer gained two places in a lap, with a move on Foden at Park Corner before pouncing on a mistake at The Mountain from Fenwick, who made a second error through Hall Bends without losing further places. Brewer gained over two seconds on Allwood in the closing stages, finishing just 0.3s behind.

After dropping to third at the start of race three, Allwood passed Foden for second before a lengthy safety car period was needed to recover Oli Walden's crashed car from Charlie's Bend. A three-lap dash to the chequered flag followed, with Allwood wrestling the lead away from Brewer on the penultimate tour at the Gooseneck, while Trott passed Foden to finish third.

Samuel Smith held off chief title rival Jack Harding to triumph in the opening MX-5 Supercup race, with their battle continuing in the second encounter. Harding elbowed his way into the lead at Park Corner in the closing stages, with Smith losing ground after trying to reclaim the place around the outside of Coppice. Smith closed the gap again by the finish, but Harding held on for his second win of the season.

James Cossins won the partially reversed-grid race, finishing less than a second ahead of Richard Amos and Harding, while Smith recovered to 11th after a camera issue forced



him to start from the back.

A dramatic final-corner collision between title rivals Deagen Fairclough and Jensen Brickley allowed Jake Triggs to take victory in the first of the Fiesta Junior races. Fairclough led from Brickley before an early safety car period, with Brickley moving in front shortly after the restart. The pair continued their battle until the last lap, when Fairclough pounced on a mistake from Brickley at the penultimate corner. But the pair collided and hit the barriers exiting Barn and, although both miraculously continued, Triggs outdragged



Leinster Trophy for Mullins after O'Connell error

KIRKISTOWN
500MRCI
28 AUGUST

The Leinster Trophy went north to Ulster last weekend for only the second time in its 88-year history when it was held at Kirkistown for the first time.

Ireland's oldest and most prestigious piece of racing silverware boasts a stellar list of previous winners, including Mike Hawthorn, David Piper and Ayrton Senna.

On Saturday, after a tense 22 laps in

warm sunshine, a new name was added to the list when Sylvie Mullins and his Gould-Judd GR37 took the flag in a dramatic finish following the late exit of leader Paul O'Connell with just two laps to go.

O'Connell, who had easily won the morning curtain raiser for BOSS Ireland, led from the start in his GP2 Dallara and looked like a certain winner of the main race, with his sights set on Philip Shields's long-standing outright lap record. But a spin at the Hairpin left O'Connell stranded almost within sight of the flag, allowing

Mullins in his ex-hillclimb car to claim the spoils, less than a second clear of Jonathan Fildes's Renault-powered Lola.

Fildes had started from the back of the grid after missing qualifying, and provided plenty of interest as he worked his way through the field to finish ahead of Aaron Gaughran's well-driven F3 Dallara, which was a further second in arrears. The F3 Dallaras of Michael Roche and Noel Robinson came next ahead of Eamon Matheson's Honda turbo-powered Jade.

The other 'fancied' runner, Gerard O'Connell, spun out in the opening race with his World Series Dallara-Renault, and in the second was clipped by an errant F3 car off the grid and went out after just a few yards with deranged steering.

In Formula Ford, Jordan Dempsey took a brace of wins in his Van Diemen RFoo, from the Mondiales of Alan Davidson and Brandon McCaughan. Spread out in the first encounter, the trio were much closer on their second appearance, and were covered by less than a second for much of the way. Dempsey now leads the





Brickley across the line to snatch victory.

After being handed a 10-place grid penalty for the incident, race two ended early for Brickley with a driveshaft failure, while Fairclough won a shortened encounter disrupted by two red flags.

Alastair Kellett took his first victory of the season in the opening senior Fiesta race after a close battle with Zachary Lucas, who had led early on before getting sideways exiting Charlies, while Rob Smith finished close behind in third.

Kellett doubled up with a lights-to-flag win in race two ahead of Smith and Lucas.

Several other ST180 runners hit trouble, including Luke Pinder, who was plagued with turbo issues all weekend.

Pinder rose from third to lead the reversed-grid race, which was ended prematurely when fluid deposited by Ethan Rogers through Hall Bends caused chaos behind. Fellow ST150 runner Briannie Davis emerged unscathed after a heavy crash. With only three laps completed, the result was declared null and void, with the race due to be rescheduled later in the season.

STEVE WHITFIELD



Northern Ireland FF1600 Championship by a comfortable margin going into the final rounds. It was a bad day for reigning champion David McCullough, who took fifth in race one and retired in the second after a tangle with Dempsey left him with deranged steering.

Formula Vee provided Anthony Cross with two victories, the first from Jordan Kelly and Gavin Buckley, as just over a second covered them all at the line. Cross took the Holmpatrick Cup in the second, this time from Buckley and Dan Polley.

Fiestas were their usual frantic affairs, Neville Anderson taking the first encounter by 0.4s from Keith Dawson, with German visitor Timon Dohnke third. Dawson took

the spoils in race two ahead of Collie Barrable and Darragh McMullen.

Saloon action centred on the SHP Wildcats, running in the GT class and providing wins overall for Alan Watkins and Charlie Linnane. Donal O'Neill took both saloon wins in his trusty SEAT Cupra, while Mazda MX-5 honours were shared by Paul Sheridan and Gregory McMillan.

As has been the case all year so far, Jim Larkham and his Radical PR06 took a brace of Roadsports wins ahead of John Benson's Crossle 37S. The concurrent Stryker battles provided most of the entertainment, both going the way of the evergreen Michael Cullen ahead of Roger Welaratne.

RICHARD YOUNG

WEEKEND WINNERS

CADWELL PARK

MAZDA MX-5 CHAMPIONSHIP

Races 1, 2 & 3 Oliver Allwood

MAZDA MX-5 SUPERCUP

Race 1 Samuel Smith

Race 2 Jack Harding

Race 3 James Cossins

FIESTA JUNIORS

Race 1 Jake Triggs

Race 2 Deagen Fairclough

FIESTA CHAMPIONSHIP

Races 1 & 2 Alastair Kellett (ST180 Turbo)

MAZDA MX-5 CLUBMAN

Races 1 & 2 Kevin Dengate

ST-XR CHALLENGE

Race 1 Lee Bowron (ST)

Race 2 Simon Robinson (XR2)

Race 3 Michael Blackburn (ST150)

BMW COMPACT CUP

Races 1 & 2 Steven Dailly

TRACK ATTACK RACE CLUB

Races 1 & 2 Rich Hockley (Honda Civic)

BRITISH SUPERKART CHAMPIONSHIP

Race 1 Lee Harpham (MS Kart)

Races 2 & 3 Sam Moss (Anderson CSK)

For full results visit: tsl-timing.com

KIRKISTOWN

BOSS IRELAND

Race 1 Paul O'Connell (Dallara GP2)

Leinster Trophy Sylvie Mullins
(Gould-Judd GR37)

NORTHERN IRELAND FF1600

Races 1 & 2 Jordan Dempsey
(Van Diemen RF00)

FORMULA VEE

Races 1 & 2 Anthony Cross (Sheane FV94)

FIESTA ZETECs

Race 1 Neville Anderson

Race 2 Keith Dawson (below)

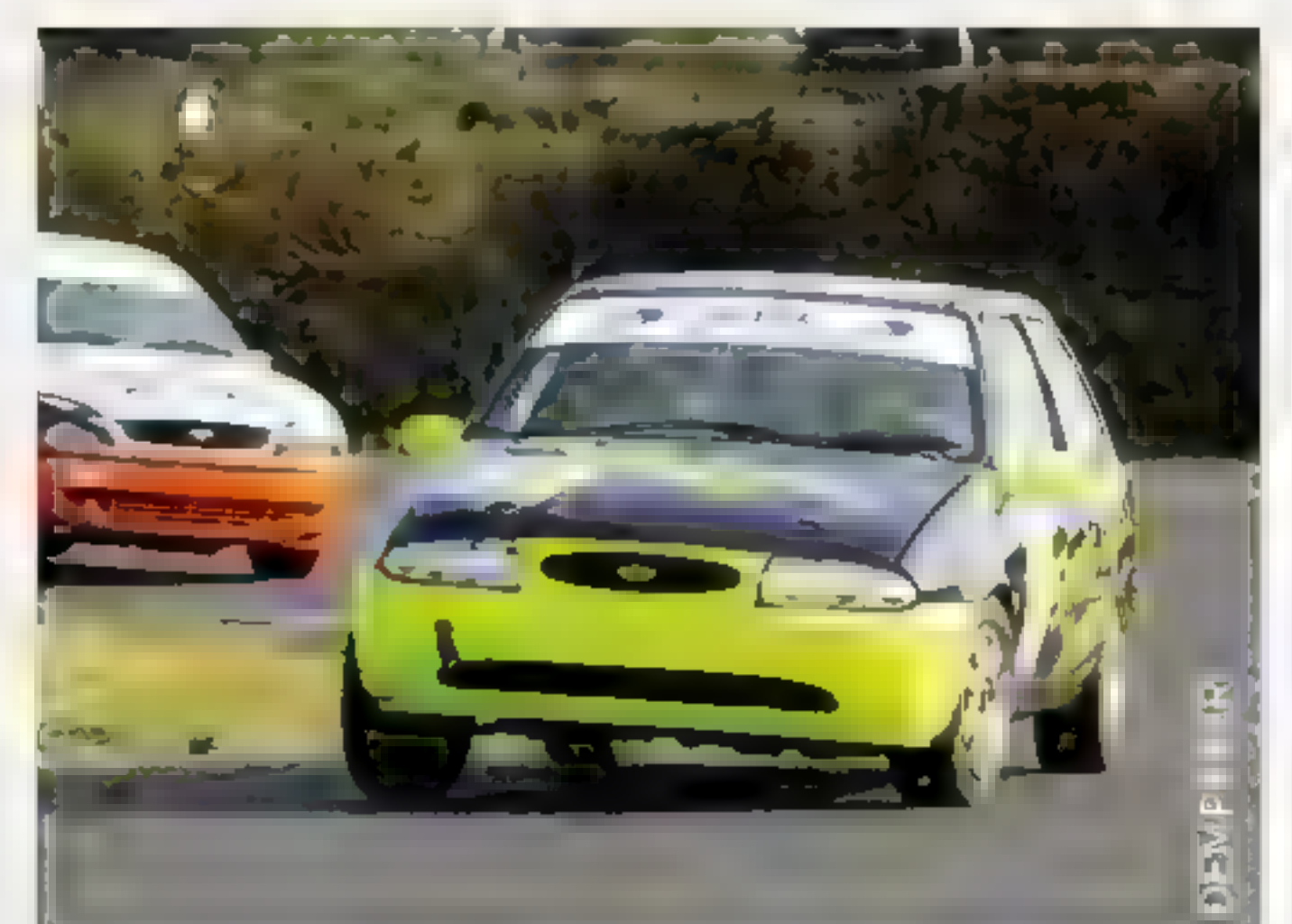
SALOONS/GTs/MAZDAS

Race 1 Alan Watkins (SHP Wildcat)

Race 2 Charlie Linnane (SHP Wildcat)

ROADSPORTS/STRYKERS

Races 1 & 2 Jim Larkham (Radical PR06)



For full results visit: speedhive.mylaps.com



Mitchell overcame the oily conditions to triumph for first time in Combe series

Historic ace Mitchell takes first Combe FF1600 win

CASTLE COMBE
CCRC
30 AUGUST

Ben Mitchell took his first Castle Combe FF1600 victory in a scintillating contest on an oily circuit last Monday.

With champion elect Ollie White sidelined by COVID-19 and fellow race winner Felix Fisher absent with a stomach bug, it looked set to be a straight fight between Mitchell, in the Wayne Poole Racing-prepared Van Diemen RF99, and reigning champion Luke Cooper in his Swift SC18. But Tom Mills, son of three-time Combe champion Kevin, had other ideas, vaulting from ninth to third by Quarry after the engine was changed in his Spectrum following a qualifying misfire.

Mitchell led Cooper, but Mills drove around the outside of both at Quarry at the beginning of the fourth lap, with Cooper following through to push Mitchell back to third. But two laps later, Steve Bracegirdle's

Van Diemen RF89 spilled fluid around much of the lap, leading to conditions that Mills later described as "totally unacceptable", although others coped by driving wet lines.

Historic ace Mitchell was perhaps more comfortable in the altered conditions, driving around the outside of Mills and Cooper at Old Paddock. Mills briefly dropped to fourth, but regained the place from Kieran Attwood before Attwood spun his Ray into the barriers at Camp.

James Keepin took a step closer towards the Castle Combe Saloon Car Championship title with a seventh Class C victory from seven races, although he did drop his first fastest lap point of the season as he was distracted by a battle for sixth overall with Dave Spiller's Mini Cooper S. Up front, Adam Prebble fought through a knee injury to claim a fourth successive outright win in his Vauxhall Astra, ahead of Alex Kite's Audi TT. Having got ahead of Tony Hutchings's similar car at Quarry on lap three, Kite, realising he could not catch

Prebble, turned the boost down a notch.

Lucky Khera won the first Castle Combe GT race in his Lamborghini GT3, but the anticipated battle with championship protagonist Oliver Bull did not materialise after his spaceframe Vauxhall Tigra suffered a front-right rosejoint failure. Keith Butcher's spirited drive in his Audi R8 was rewarded with second overall after he passed Tony Bennett's class-winning Caterham R300 for second two laps from the end. Bennett's class win was, with Bull's non-finish, enough to retain the title. Bull chased Khera home in the second bout.

A stunning Jack Sears Trophy race for Pre-'66 Touring Cars was the pick of the three Historic Racing Drivers Club grids. The two leading contenders from the first part of the race both retired, Bill Shepherd's Ford Galaxie with fading brakes and the smoky Alex Thistlethwayte Ford Falcon. After the pitstops, Larry Tucker's Shelby GT350 emerged in front, chased by Ben Colburn's Mini. Roy Alderslade charged from the pitlane in his Lotus Cortina (due to start from pole, he had suspension failure in the earlier Allstars race, which was won by John Spiers's Lister Knobbly from David Smithies' Cobra Daytona after a wonderful duel) to join in, but his engine blew up within the final 10 minutes.

Richard Dutton, racing at Combe for the first time since 1976, provided a Cortina-shaped replacement among the leaders, but his attempt to grab the win at Bobbies on the final lap resulted in contact with Colburn's hitherto pristine car, and although he did get through to second behind Tucker, he cut the corner in doing so and was pinged back to third.

IAN SOWMAN



Khera had the beating of Bull in both Combe GT bouts on Monday

Pembrey win moves Godfrey into contention

**PEMBREY
BRX
29-30 AUGUST**

Julian Godfrey delivered consistent performances in the third round of the British Rallycross Championship at Pembrey, winning his semi-final and the final.

The six-time British Rallycross champion's 23rd career victory also represented his 10th at the South Wales circuit, while the maximum points haul lifted him to one point off the series lead.

Former title winner Ollie O'Donovan finished third and took the advantage in the standings. Having won the opening round of the campaign at Lydden Hill in May, Latvian driver Roberts Vitols returned to race a Doran Motorsport Citroen C4 and the young driver once again impressed. He



was hampered by a slow start and contact in the opening corners of the final, but fought his way through traffic after an early joker lap to take second and move onto equal points with Godfrey.

Star of the weekend ahead of the finals was a resurgent Steve Hill with his Mitsubishi Evo X. The veteran finished second in his semi-final to start on the front row for the main event, and ran second behind Godfrey on the opening

tour, but ultimately dropped down the order due to a front-right driveshaft issue.

Roger Thomas finished fourth with Tristan Ovenden fifth and the points leader entering the event, Mark Donnelly, sixth.

With the support categories running the weekend as a double-header, Lotus Exige racer Paige Bellerby claimed a brace of wins in the Supernational category, while Max Langmaid won twice in the Junior division.

HAL RIDGE

Second TCR UK title for Lewis Kent at Donington Park

**DONINGTON PARK
CTA
30 AUGUST**

Lewis Kent secured a second consecutive TCR UK title — plus a British Touring Car Championship test later this year courtesy of series sponsor Goodyear — with three measured drives at Donington Park last Monday.

Kent, who won the TCR category within last year's Touring Car Trophy, held the upper hand over the other four TCT title protagonists — all in TCR machinery — entering the season finale. As the ballasted Hyundai i30 N TCRs were largely outshone by the Cupra contingent, Kent's day started particularly poorly with multiple

track-limits infractions leaving his Essex & Kent Motorsport Hyundai at the back of the grid. But calm drives to three top-seven finishes were enough to secure the title.

"It was one of the most intense races, with calculations going on in my head all the way round," admitted Kent.

Alex Morgan (Power Maxed Racing Cupra TCR) overcame fuel-starvation problems to score a maiden win in the opener, before team-mate Jac Constable took the partially reversed-grid sequel via a three-wide manoeuvre through Hollywood. Bruce Winfield claimed the third race when Constable's challenge around the Craner Curves ended in the gravel after contact, with the closely following Andy Wilmot and title contender Bradley Kent also forced out.

Series debutants Isaac Smith (Zest Cupra) and Tom Hibbert (Rob Boston Racing Vauxhall Astra) managed best results of seventh and 12th respectively.

Ben Sharpe won in Civic Cup, while second place extended Alistair Camp's points lead with two weekends remaining, with the second race postponed due to time constraints.

MARK PAULSON



WEEKEND WINNERS

CASTLE COMBE

CASTLE COMBE FF1600

Ben Mitchell (Van Diemen RF99)

CASTLE COMBE SALOONS

Adam Prebble (Vauxhall Astra)

CASTLE COMBE GT

Races 1 & 2 Lucky Khera (Lamborghini GT3)

HRDC JACK SEARS TROPHY

Larry Tucker (Shelby GT350)

HRDC ALLSTARS

John Spiers (Jaguar Lister Knobbly)

HRDC CLASSIC ALFAS

James Colburn (Alfa Romeo Giulia Sprint GT)

CASTLE COMBE HOT HATCH

Tim Adams (Honda Civic)

TOYOTA MR2s

Race 1 Shaun Traynor (Toyota MR2 Roadster)

Race 2 Cam Walton (Toyota MR2)

DONINGTON PARK

TOURING CAR TROPHY/TCR UK

Race 1 Alex Morgan (Cupra TCR)

Race 2 Jac Constable (Cupra TCR)

Race 3 Bruce Winfield (Cupra TCR DSG)

CIVIC CUP

Ben Sharpe (EP3)

For full results visit: tsl-timing.com



FROM SPARK OF AN IDEA TO WORLD



BOOK
FORMULA E – RACING
FOR THE FUTURE
 RRP £35

The story behind the Formula E championship is fairly well known. The 2011 Paris dinner where the idea was first

crystallised on a napkin, the near-financial abyss that meant series boss Alejandro Agag had to personally front the costs for freighting the cars to Miami in 2015 and the vital investments from Liberty Global that kept the series afloat. All this and much more is covered in a new, officially licensed book from Evro Publishing that delivers on its promise of providing behind-the-scenes insight into the original all-electric series' short history up to the end of the 2019-20 pandemic-interrupted season in an accessible, richly illustrated volume of 250 pages.

Written by former Autosport correspondent Sam Smith, a beat veteran since the series began, *Formula E – Racing for the Future* comes out at a challenging period for Agag's creation. Since it went to press earlier this year, Audi and BMW have departed, while 2021 series champion Mercedes has revealed its intention to exit upon the conclusion of the 2022 campaign. Such is the nature of writing a history of a series whose history is still unfolding but, perhaps with this in mind, the book isn't just a granular play-by-play of events to date.

The main story is told concisely, with extended sidebars on subjects such as Agag's political connections, the 2014 Nick Heidfeld/Nico Prost Beijing crash and Nelson Piquet Jr's remarkable journey to the inaugural 2014-15 title broadening the picture without disrupting the main narrative.

The early chapters combine intriguing revelations about the championship's formation – including discussions regarding a format that would have required drivers to run 500 metres to their secondary vehicle during the Gen1 era car-swap era – with plenty of nuggets to please anoraks. These range from detailing the often-forgotten drivers that supported main tester Lucas di Grassi in the initial running of the Gen1 car (anybody remember Jonathan Cochet?) to revelations that Bertrand Baguette had the first shakedown in the ART Grand Prix car park and 2019-20 champion Antonio Felix da Costa attempting to extract himself from his Aguri contract in 2014 before the series had even started because his first impressions were of “a mess” that was “unprofessional”.

Pictures of the famous napkin and Baguette's shakedown are included, along with one detailing Adrien Tambay's first rollout of the Gen2 prototype on an abandoned military airport in northern France. Autosport's favourite shows DS Techeetah technicians stripping a gearbox in a Donington hotel room that served as a makeshift workshop when team members were unable to access the official Donington Park premises following its Team Aguri takeover. The inclusion of these add greatly to the book, which includes plenty of fresh insights from key players in the story. Among them are often-overlooked technicians and engineers, while the drivers too get a say, with Sebastien Buemi explaining the personal stresses that contributed to his 2017 Montreal meltdown.

Appropriately given its significance as the first FIA-endorsed electric championship, the technical side of Formula E is explored in depth, yet in a manner that isn't a turn-off to those without an engineering degree. Full technical specifications for the cars and explainers on the significant components – from braking systems


youtube.com/AUTOSPORTdotcom


Formula 1 set a new record last Sunday, staging its shortest-ever 'race' to yield a final result as rain forced the abandonment of the Belgian Grand Prix. Ariana Bravo is joined by Autosport F1 Reporter Luke Smith and Motorsport Network Director of Digital Strategy Jess McFadyen to discuss.

Go to youtube.com/AUTOSPORTdotcom

WHAT'S ON

CHAMPIONSHIP



Turvey gives insights from a driver's perspective

to battery, software and powertrain — are complemented by photos and illustrations, helping to make the book both an appealing guide for those already with strong knowledge of the championship and casual fans wanting to engage more with the category. Quirks unique to Formula E, such as Fanboost and Attack Mode, are also explained, and top 10 qualifying/race finishers of every race across the first six seasons are listed.

Another of the book's great strengths are the extended sections detailing the driver and engineer's perspectives of race weekends, with series stalwarts Oliver Turvey (NIO 333) and Phil Charles (Jaguar).

The series has its detractors and many stick resolutely to their view. But while Formula E may face some challenges, its significance to the global motorsport landscape can't be disputed and its achievement in reaching world championship status from nothing in a few short years makes it worthy of a full account. This in-depth guide should be welcomed on the bookshelves of converts to the electric revolution and those on the fence alike.

JAMES NEWBOLD

INTERNATIONAL MOTORSPORT

Dutch Grand Prix

FIA Formula 1 World Championship
Round 13/22

Zandvoort, Netherlands
5 September

TV Live Sky Sports F1,
Sun 1355

TV Highlights
Sky Sports F1, Sun 1800,
Channel 4, Sun 1830

FIA Formula 3

Round 6/7

Zandvoort, Netherlands
4-5 September

TV Live Sky Sports F1,
Sat 0925, Sat 1645,
Sun 0935

W Series

Round 6/8

Zandvoort, Netherlands
4 September

TV Live Channel 4,
Sat 1500

Porsche Supercup

Round 6/8

Zandvoort, Netherlands
5 September

TV Live Eurosport 1,
Sun 1100, Sky Sports F1,
Sun 1110

DTM

Round 5/8

Red Bull Ring, Austria

4-5 September

TV Live BT Sport 3,
Sat 1215, BT Sport 2,
Sun 1215

DTM Trophy

Round 4/6

Red Bull Ring, Austria
4-5 September

TV Live BT Sport 3,
Sat 1400, BT Sport 2,
Sun 1400

GT World Challenge Europe Endurance Cup

Round 4/5

Nurburgring, Germany
5 September

Live Stream
Motorsport.tv, Sun 1330

TCR Europe

Round 5/7

Nurburgring, Germany
4-5 September

Live Stream
Motorsport.tv, Sat 1345,
Sun 1140

NASCAR Cup Series

Round 27/36

Darlington, USA
5 September

TV Live Premier
Sports 2, Sun 2230

NASCAR Xfinity Series

Round 24/33

Darlington, USA
4 September

NASCAR Truck Series

Round 17/22

Darlington, USA
5 September

World Rallycross

Round 3/9

Loheac, France

5 September

TV Live BT Sport 2,
Sun 1600

UK MOTORSPORT

Oulton Park 750MC

4 September

Bikesports, BMW
Car Club, Classic
Stock Hatch, F1000,
Hot Hatch, Ma7da

Croft BRSCC

4-5 September

Caterhams (270R, 310R,
Academy, Roadsport)
CityCar Cup, Fun Cup

Brands Hatch MSVR

5 September

All Porsche Trophy,
Porsche 911 Challenge,
Porsche Club

British Hillclimb Championship

Prescott, England
4-5 September



FROM THE ARCHIVE

Francois Cevert's Tyrrell-Ford 002 receives the ministrations of his team's mechanics during practice for the 1971 Italian Grand Prix at Monza. The Frenchman's efforts in qualifying

resulted in a fifth-place grid slot behind poleman Chris Amon (Matra MS120B), Jacky Ickx (Ferrari 312B2) and the BRM P160s of Jo Siffert and Howden Ganley. What unfolded on race day is now of course lodged in

Formula 1 lore, a slipstreaming sensation won by the BRM of Peter Gethin and in which the top five finishers were covered by just 0.61 seconds. Cevert, who had led approaching the last corner, was third.



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WHAT COULD HAVE BEEN

When a career-changing move goes begging

DAVID BRABHAM

Do you prefer the McLaren F1 GTR or Panoz GTR-1? Both 1990s cars are now fondly remembered, but you'd probably not have thought twice about which one you'd rather drive heading into the 1997 FIA GT Championship.

David Brabham was in that sort of position and it seemed like an easy decision. The short-tailed competition version of Gordon Murray's F1 had won the BPR Global GT Series in both 1995 and 1996, while Brabham had taken the All-Japan GT title with John Nielsen in their Team Lark McLaren. The Panoz didn't have the engine in the 'right' place...

"I remember seeing an article in Autosport about this front-engined GT," recalls Brabham. "I thought, 'My dad showed everyone that the engine should be in the back. I'll never drive one.'"

McLaren was developing the long-tailed F1 GTR and David Clark seemed keen on doing a deal with Brabham, but negotiations did not run smoothly. "David Price [in charge of the Panoz team] was on my back about driving the Panoz," adds Brabham, now 55. "When it came to it McLaren said, 'We want you to drive but we're not paying.'"

So I picked up the phone to Pricey."

A deal was done but McLaren tried contacting Brabham while he was on holiday: "A fax came through with an offer with money. I said, 'My word is my word' and that I'd signed elsewhere."

Initially, it seemed that Brabham had chosen badly. While the McLaren won five of the 11 FIA GT races and Steve Soper/JJ Lehto narrowly missed out on the crown to Mercedes driver Bernd Schneider, the Panoz proved troublesome and Brabham scored just one podium. But the FIA GT Championship soon imploded and McLaren withdrew.

"That programme did a year and then they pulled out so I picked the right horse," reckons Brabham. "The Panoz was fraught with problems but early on I thought close-up that it looked like a racing car and had potential."

The Australian ended up staying with the Panoz operation for six years as the GTR-1 evolved into the LMP Roadster and beyond. Brabham took seven American Le Mans Series wins with the distinctive-looking machine, including unlikely defeats of the legendary Audi R8.

KEVIN TURNER



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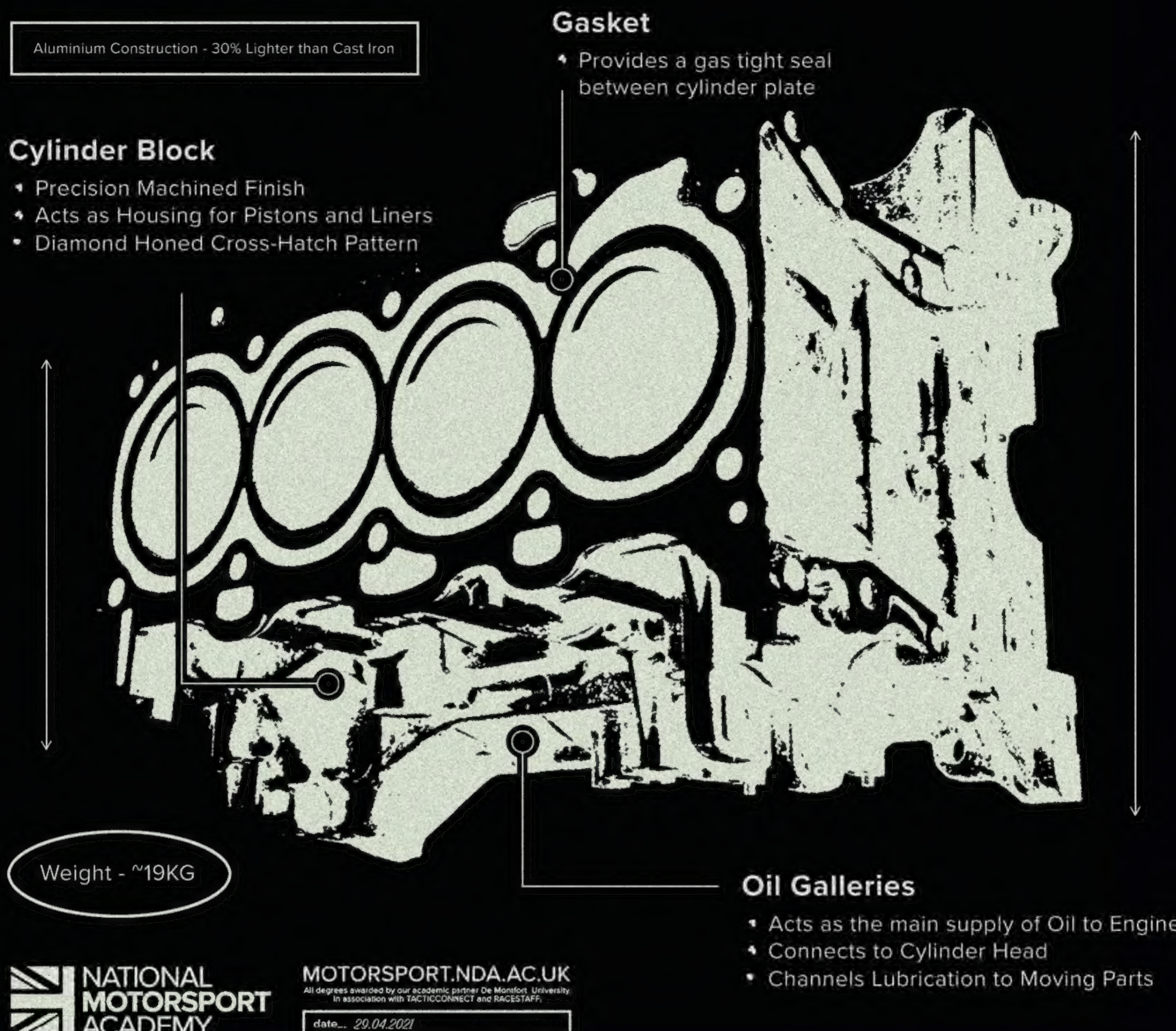


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